

The Motorcycle Enthusiast's Weekly Newspaper

CYCLE NEWS

25¢

District 37 Point Standings in This Issue

LUCERNE VALLEY HARE SCRAMBLES**PORTLAND INDOOR****FIRST '68 CARLSBAD
ROAD RACE****GO IN THE SNOW****ASCOT TT PREVIEW****RRC RHUBARB****DEHESA, ELSINORE****WHY WRITE YOUR SENATORS?****MORE DESERT & SCRAMBLES****DRAG RACING****SCRAMBLES IN PERRIS**

Jody Nicholas, now an Ensign in the Navy flying jets off aircraft carriers, returned to the AMA racing wars for the first time since Daytona '66, won the Carlsbad Open Class sportsman road race in beautiful style last Sunday aboard Don Vesco's 650cc BSA twin.

Photo by Dennis Greene

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

NEWSPAPER

NATIONAL CALENDAR OF EVENTS



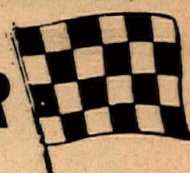
RACING- IT



MAKES THE



WORLD BETTER



Readers are advised that listing in this calendar is a free service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

EVERY FRIDAY NIGHT

INDOOR SHORT TRACK at Portland, Oregon Exposition Center. Paved track, classes 0-250cc, Class A & C. Time trials at 8 p.m., first heat at 8:30 p.m. Regular short track program plus handicap event, fast time attempts, match races, etc. Will run every Friday night for rest of winter.

EVERY SATURDAY

BAY MARE RACE TRACK, off Hwy. 118 between Somis and Moorpark, Calif., is open all day for practice.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12030 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bike preferably, 9 a.m. start, \$10 per student. For info call Bob Braverman at (213) 785-2421.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes. Spectators welcome.

EVERY SUNDAY

TT RACES at Bay Mare Track. Directions: Off Hwy. 118 between Somis and Moorpark, Calif. Track open for practice at 9 a.m., races start at 11:30 a.m. Call (805) 495-8928.

JAN. 26th, FEB. 2, 9, 16 & 23rd

INDOOR SHORT TRACK racing at San Jose, Cal. Exposition Bldg., County Fairgrounds, Tully Rd. between Fwy. & Monterey Hwy. Promoted by Barkhimer Assoc. Free parking, flat asphalt oval. Purse \$600 plus 40% over \$2700 gate. \$50 to season high point rider. Gates open at 6 p.m., first race at 8:30 p.m. Adults \$2.50, kids under 12, 75¢. Nov., Am., and Exp. professional AMA riders.

FRIDAY, JANUARY 26th

TT STEEPLECHASE RACES at Trojan Raceway, ACA sanctioned. Located corner Long Beach Fwy. and Firestone Blvd. Take Firestone to Garfield, go south on Garfield, west on Southern to track entrance. Points, trophies and money. Starts at 8 p.m. Every Friday night until April.

MEETING, First meeting of new Moto-Cross Club, F.I.M. sanc. at 8 p.m. at Griffith Manor Park, 1/2 block East of Golden State Freeway, (Flower Street exit), 1/2 block south of Western (between Western & Sonora) in Glendale, Calif. Moto-Cross and I.S.D.T. films, memberships will be taken.

JAN. 27th, FEB. 3, 17 & 24th

INDOOR SHORT TRACK racing at Santa Rosa, Calif. County Fairgrounds Exposition Bldg. Flat 10/10th mile asphalt oval. Promoted by Barkhimer Assoc. Nov., Am., Exp. professional AMA riders. Purse \$600 plus 40% over \$2700 gate.

SATURDAY, JANUARY 27th

5th ANNUAL ROBIN SPILLSBURY AWARD BANQUET, to be held at Las Vegas Municipal Country Club, Las Vegas, Nevada.

SUNDAY, JANUARY 28th

ENGLISH TRIALS by So. Cal. Trials Assn. at Canyon Crest area near Riverside, Calif. Limed and red arrow marked from Central Ave. turnoff of Riverside Fwy. Overnight campout. Signup 8 a.m., starts at 10 o'clock. Lots of good sections, maybe even some mud. Plenty of trophies. For info call SCTA Sec'y. Ray Moreau at (213) 370-8491.

WINTER SCRAMBLES at Salinas, Calif., AMA sanc., rain or shine. Promoted by Salinas Ramblers M.C. at their club grounds. No machines under 200cc permitted. Practice and signup 9 a.m. to 11 a.m. No entries accepted after 11. All riders and machines must comply with AMA and Dist. 36 rules. Contact Bob Wayman, 324 N. Main St., Salinas, Cal. for more info.

SCRAMBLES presented by Lightweights M.C. at Perris track. All bikes will run long course. Signup closes for 0-200cc class at 8:30 a.m., 250cc at 10 a.m., big bore at noon. Gate donation \$1.25, ride for \$2.00. Track located off Hwy. 74 near Perris, Calif.

ACA PROFESSIONAL TT SCRAMBLES at Craig Road Speedway, Las Vegas, Nevada.

HARE SCRAMBLES presented by Orange County M.C. Start 10 a.m. sharp, marked from Adelanto, Calif. on Hwy. 395, 8 mi. north to High Vista Rd. AMA points, entry \$3.25, lots of gold plus \$25 & \$10 gift certificates for 1st loop leaders. Le Mans start, bring stand to prop bike. Three 33-mile loops for big bikes, 1 loop for trail bikes.

3rd ANNUAL MARCH OF DIMES BENEFIT SCRAMBLES presented by the Fort Sutter M.C. at El Dorado Speedway (northside) on Excelsior Rd., Sacramento, Calif. A real old-fashioned rough scrambles, approx. length of course 3/8-mile with front straight over 150 yds. long, but RUFF, so knobbies recommended. AMA sanc., Admission \$1.50 to ride or watch, kids free under 12. Refreshments, plenty of parking, rain or shine. Call George Carter (916) 783-7588 for more info.

SATURDAY, FEBRUARY 3rd

TT SCRAMBLES PRACTICE, new Adelanto Track on Hwy. 395 near Adelanto, Calif. will be open for practice only.

SUNDAY, FEBRUARY 4th

PROFESSIONAL AMA STEEPLECHASE TT at Ascot Park, Gardena, Calif. Presented by J.C. Agajanian. First Sunday afternoon TT of the '68 season. Pits open at 10 a.m., close at 12 noon. Nov., Am., Exp. riders. New Novice riders required to show current Amateur or Expert AMA sporting card at sign-in. Practice 1 p.m., first race 2:30 p.m. All the stars will be there. Located at 183rd & Vermont in Gardena just off the Harbor & San Diego Fwys.

HILLCLIMB by Revellers M.C. in Outlaw Canyon, near Bakersfield, Calif. "Old hill," fresh grass. AMA Sportsman event, \$1.00 to ride, \$1.50 to watch, under 12 free. Opens 8 a.m., starts 10 a.m., refreshments.

SCRAMBLES-TT to be held at new Adelanto Track on Hwy. 395 near Adelanto, Calif. Gates open 7:30 a.m. First race 9 a.m. Admission \$1.25 for spectators, \$2.00 to ride. Course open for practice Sat., Feb. 3, Sat. & Sun., Feb. 10 & 11.

SUNDAY, FEBRUARY 4th

PONDEROSA HARE SCRAMBLES presented by Greyhounds M.C., 15 miles east of Lancaster, Cal. on Ave. J. 10 a.m. start, two 10-mile loops. New trophies to 50% of entries. Minors must have notarized statement of release from parents or Dist. 37 release card.

7th ANNUAL GOLD RUSH ENDURO by the Prospectors M.C. AMA sanc., 100-plus easy miles, not a typical Prospector enduro. Starts at Cinco, Calif. 8:01 a.m., limed from Mojave. Bring gas and pits. Mail entries \$3, post entry \$4. Send to Prospectors M.C., 1145 W. 127th St., Los Angeles, Cal. 90047. Close Jan. 30th. Drawing to be held Jan. 30 at 8 pm at 158th & Brighton, Gardena.

EUROPEAN SCRAMBLES at Deadman's Point, Calif., presented by the Desert Challengers M.C. Entry \$3.25, no affiliation required. Three separate 1-hour races, approx. 30 miles. All trail bikes at 10 a.m., small bikes at 11:15 a.m., 12:30 p.m. for big bikes. Trophies to 40% of entries, old western village, campgrounds and picnic area. 100% visible to spectators, course changed each month. Turn off Hwy. 66 at Lucerne Valley Cutoff, head east to the intersection of Hwy. 18 in Apple Valley, Calif. and you're there.

EUROPEAN SCRAMBLES by Sage-Hoppers M.C. in Encinitas, Calif. Practice at 10 a.m. for second annual "Rat Race." First race all 100cc classes including Powder Puff at 11 a.m. Second race all Experts except 100cc at 12 noon. Third race all Novices except 100cc at 1 p.m. Interesting course, lunchwagon, ambulance, heads, AMA sanc., \$3.00 entry fee, no admittance charge. Interstate #5 to Encinitas. Limed from Encinitas Rd. (formerly San Marcos Rd.).

HARE SCRAMBLES presented by Hi-Jinx at El Mirage, Calif. Plenty of san. Ten laps over 5 mile course. Riders meet at 11:30 a.m., race at noon. Take Barstow Fwy. to Adelanto turnoff (395). Take El Mirage cutoff at Adelanto and follow the lime onto the dry lake.

CHAMPIONSHIP MUD SCRAMBLES by Shamrock 2 Wheelers M.C. of Salem, Oregon, to be held in Silverton, Oregon. Signs will be posted from downtown Silverton. Signup time 12 noon, racing begins at 1 p.m. Excellent spectator viewing, entire course can be seen from area near concession stand. Keen competition, course considered by riders to be one of best in the state.

EUROPEAN STYLE MOTO CROSS presented by Calif. Moto-Cross Club. At Carlsbad Raceway, 7 mi. east of Pac. Cst. Hwy. Turn off at Palomar Airport Rd. Gates open 7:30 a.m., entries close 9 a.m., first race 10:45 a.m. Jr. & Expert classes, 200-250cc, 251-500cc, 501-1000cc. No trailbikes. For more info call (714) 629-8642. AFM sanction.

SATURDAY, FEBRUARY 10th

NATIONAL CHAMPIONSHIP INDOOR SHORT TRACK at Houston Astrodome, Houston, Texas.

TV SHOW, Wide World of Sports Hope-town G.P. films. In installments; International and sidehack races on this date. Approximately 6 to 8 weeks later, Powder Puff and sportsman events will be shown. On ABC TV at 5 p.m.

(Tentative date)

SAT. & SUN., FEBRUARY 10 & 11th

ELSINORE 100-MILE GRAND PRIX by the Gripsters M.C. at Elsinore, Calif. For the first time since Catalina a race through town and surrounding countryside. 9 mile course, rain or shine. Small bikes Sat., big bikes Sun. Dist. 37 desert and scrambles points. Mail entries only, \$10, close Jan. 22. Starting position determined by postmark. Motels and camping available. Mail entries to Gripsters M.C., 703 S. Olive, Anaheim, Calif. 92805. Spectators free.

TT SCRAMBLES PRACTICE, new Adelanto Track on Hwy. 395 near Adelanto, Calif. will be open for practice only.

J.C. Agajanian
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Professional

TT
STEEPLE-
CHASE
FEB. 4

1st professional race of 1968.
Warmup for the 100 lap

TT coming
March 3rd

Gates open 12 noon First race at 2 p.m.

Ascot Park

183rd & Vermont
Off Harbor Freeway

SUNDAY, FEBRUARY 11th

PACIFIC COAST MOTO-CROSS CHAMPIONSHIP at the Seafair M.C. clubgrounds, Enumclaw, Wash. Featuring Seppo Makenin, Magnus Kleele, Sonny Burres, Ron Nelson, Gary Conrad, Preston Petty and Eddie Mulder. Pre entry \$10 for Expert moto-cross; post entries accepted. For those not in the moto-cross, a scrambles will be held. Over 80 trophies, filmed for color TV. Canadian/American challenge race and a Grand Prix. Send entries to Seafair City M.C. Moto-Cross, Box 963, Auburn, Wash. 98022. For more info call (206) TE 3-7313.

ENGLISH TRIALS by the So. Calif. Trials Assn. at Little Rock, Calif. Foothill Trails area. \$1.00 per bike to ride in the area, \$2.00 to ride the trials. Limed or red arrow signs from 77th St. in Little Rock. Take 77th St. south to V St., go right to cabana area. Starting time 10 a.m. Overnight campout Sat. night. Plenty of good, long, natural water sections. Call SCTA Sec'y Ray Moreau at (213) 370-8491 for further info.

ACA CHAMPIONSHIP ROAD RACES at Willow Springs Int'l Raceway, Rosamond, Calif. Season opener. Pit gates open at 8 a.m., first race 11:30 a.m. All Grand Prix and Production classes plus Sidecars. Trophy presentation at track. For info write ACA, P.O. Box 247, Fullerton, Cal. 92632 or phone (714) 528-4290.

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THE NEW IMAGE

By Chuck Clayton

Crucial Issue At Stake

In case you wonder what's in store for motorcycle enthusiasts in the west if the anti-motorcycle forces are not stopped on the crucial issue of compulsory helmets, have a look at a state I recently visited, New York.

New York has had a motorcycle helmet law for one year now. Every rider and passenger has to wear a helmet at all times that they are in motion. What is more, the helmet has to be "reflective" and meet certain standards. The "driver" has to wear approved goggles as well. Eyeglasses won't do. In Manhattan, where traffic is a problem and space is at a premium, you would think that motorcycles would be welcome as a solution to congestion. But bikes are required to park like a car does, parallel to the curb, often taking up a space that a whole car could occupy and thus causing car drivers to curse their 2-wheeled kind.

Getting a motorcycle drivers license in New York is a major problem in logistics. You have to bring your motorcycle and a car to one of the few examining stations, take a test in one, and then on the other. You have to have insurance as well. Is it any wonder that more and more cars jam the streets of New York, while motorcycles are declining in popularity? Declining, that is, except for the police forces. Scooter-mounted patrolmen are seen all over New York City. They have found they can cover more territory easier than a man on foot or in a patrol car, they can park easily, and have been known to take to the sidewalks in pursuit of wrongdoers.

Not satisfied with the handicaps already enacted to discourage motorcycle use by its citizens, New York is now debating whether to require governors on private motorcycles, limiting them to 35 mph top speed.

These are samples of the kind of petty restrictions we in the west can anticipate unless we beat the anti-motorcycle "protectionists" on the issue of compulsory helmet wearing. Have you written or wired your state representative yet? California readers are urged to voice their opinions on the proposed helmet restriction and stand by for new developments as they occur.

Why us?

Why try and restrict the growth of motorcycling as a means of locomotion, we might well ask. There are two chief prejudices which work against us. One is the "carefree libertarian" image that pops in many people's minds when we zip past his confining cab, hair (ours) blowing in the breeze, smiling (us) as if to reproach his position as one of the herd. We are having fun and he isn't.

The other face we present to the public is more openly repulsive. It is the one percent hoodlum element that you find in any scene, only here more visible because of the unconfining nature of the motorcycle, and magnified out of all proportion by movies, TV, book and newspapers.

I don't think we should apologize for looking free, although perhaps Mr. car person would appreciate knowing that our smile conceals an aching posterior, chilly hide and, often as not, a conservative heart. Freedom is too

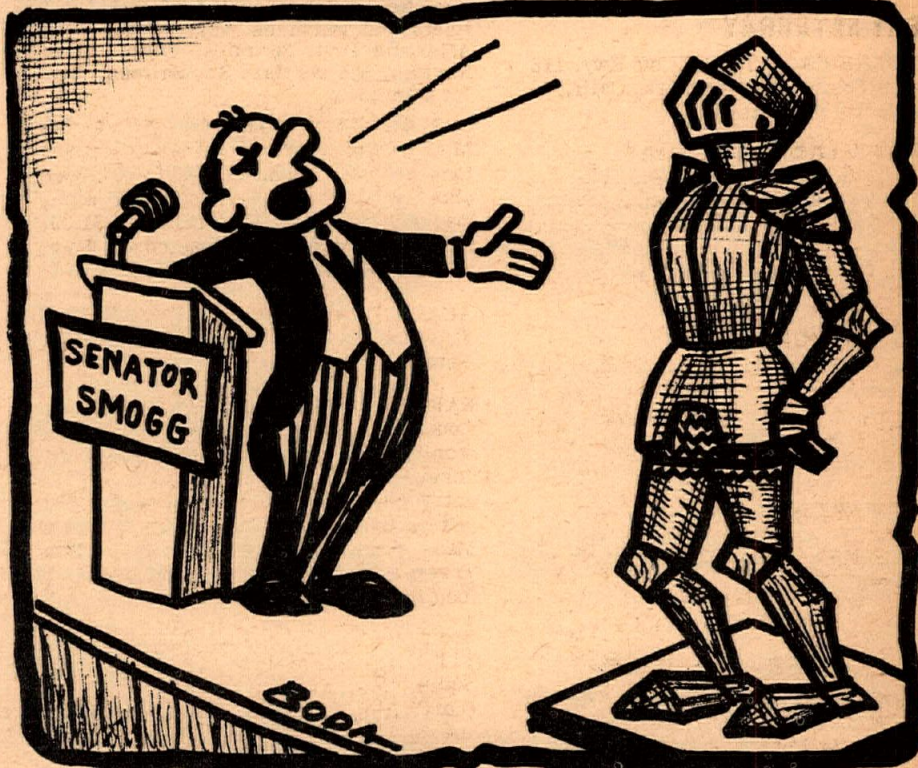
rare and precious in the world to be ashamed of. If anything, motorcycle enthusiasts should proselytize the non-riders and help them learn what they are missing. Presently about 1% of all the road vehicles are motorcycles. There should be many more of us, and there are. But you'll only find us on the road, our bikes on trailers or in trucks, going to and from deserted places where we practice our private rites far from the reach of media.

The Beauty of Power Under Control

When John Q. Public finds out about "Dirt Riders", he'll really go berserk! If the foolish put-ons of the meanie element disgust him, and the care-free fun of the average cycle rider reproaches him, your media-minded citizen might blow his mind if he found out there is yet *another* facet to motorcycling. He'd see manly men and girlish women, families and mild ones out for a day of riding the way he would spend a day at golf. They ride on tracks and trails and places where there is no trail at all. Boys become men and men become heroes in their races. Everybody gets covered with good, clean earth and goes home tired but happy.

What would media make of the dirt riders? Right now, I'm afraid they won't make anything. They are much too fascinated by destructive violence to recognize the beauty of power under control. If we insist upon getting their attention, tv and newspapers would only show pictures of the crashes, movies would be made about the cheaters and the books would get it all garbled up.

So motorcycling will continue to nurture in its nucleus the secret sport of dirt riding, against the day when America will be rid of its hang-ups about motorcycle riders in general. Then if we let John Q. in on the secret, he just may pick it up.



"And as a follow-up to my helmet law..."

WHERE TO WRITE TO EXPRESS YOUR OPINION ABOUT CALIFORNIA MOTORCYCLE LAW PROPOSALS

In response to repeated urgings from readers, Cycle News presents this partial list of California state Senators and Assemblymen who will be instrumental in making laws to restrict motorcycle riders in the Golden State.

Send your opinions regarding compulsory helmets, cycle operators licenses, etc. in the form of brief letters or Western Union Public Opinion Telegrams to the politicians whose addresses are nearest your home.

SENATORS:

Randolph Collier 206 Fourth Street Yreka, Calif. 96097	H. L. Richardson 359 So. Rosemead Blvd. Pasadena, Calif. 91107	Joseph M. Kennick 110 Pine Ave., Suite 606 Long Beach, Calif. 90802
George R. Mascone 343 Sancome At. San Francisco, Calif. 91404	Jack Schrade 1904 Hotel Circle San Diego, Calif. 92110	Tom Carrell 753 San Fernando Rd. San Fernando, Calif. 91340
John F. McCarthy P.O. Box 870 San Rafael, Calif. 94902	Lou Cusanovich 14921 Ventura Blvd. Suite 304 Sherman Oaks, Calif. 91403	William E. Coombs 223 So. Riverside Ave. Rialto, Calif. 92376
James E. Whetmore 2460 E. Chapman Ave. Fullerton, Calif. 92631	Robert J. Lagomarsino 21 So. California St. Ventura, Calif. 93001	Alan Short 2626 No. California St. Stockton, Calif. 95204
	Fred W. Marler, Jr. P.O. Box 2297 Redding, Calif. 96001	

Also write to the following Senators who serve on the Transportation Committee:

Alfred E. Alquist 777 N. First St. San Jose, California 95112	Richard J. Dolwig Crocker Citizens Bank Bldg. 181 Second Ave. San Mateo, Calif. 94401
James R. Mills Suite 341, U.S. Grant Hotel 326 Broadway San Diego, Calif. 92101	Lawrence E. Walsh 6055 E. Washington Blvd. Suite 629 Los Angeles, Calif. 90022

Following are those that serve on the Assembly Transportation and Commerce Committee:

ASSEMBLYMEN:

John F. Foran, Chairman 141 Battery St. Room 662 San Francisco, Calif. 94104	Pete Wilson 233 A. Street San Diego, Calif. 92101	Joe A. Gonsalves P.O. Box 614 Norwalk, Calif. 90650
Frank P. Belotti P.O. Box 1025 Eureka, Calif. 95502	David Negri 563 South Brand San Fernando, Calif. 91340	L. E. Townsend 18436 Hawthorne Blvd. Suite 212 Torrance, Calif. 90504
Wadie P. Deddeh 240 Woodlawn Chula Vista, Calif. 92010	James A. Hayes 110 Pine Ave. Room 923 Long Beach, Calif. 90802	Frank Lanterman 106-A South Los Robles Pasadena, Calif. 91101
Walter J. Karabian Garfield Bank Bldg. 231 West Garvey Monterey Park, Calif. 91754	W. Craig Biddle 6370 Magnolia Ave. Riverside, Calif. 92506	Peter F. Schabarum 140 West College Street Covina, Calif. 91722

SAT. & SUN., FEBRUARY 17 & 18th

5th ANNUAL COLORADO RIVER RUN by Motor Maids of So. Calif. Souvenir pins, merchandise awards, trophies for all classes. Finishes at Colorado River, modern campgrounds, new restaurant, cocktail lounge, swimming, boating, fishing. For motel reservations, write Lake Mojave Resort, Bullhead City, Ariz. 86430. Destination is Katharine Wash, 7 mi. north of Bullhead City at Lake Mojave. Donation \$3.00, post entries \$3.25, children \$1.25, field meet entry 50¢. Mail entries to Isabel Hetrick, 22119 Hansom Ave., Torrance, Cal. 90502, deadline Feb. 12. Call (213) 835-7872 for complete directions. No official start, pick up ticket and souvenir pin at check 1, Davis Dam (Hwy. 77) Check opens at 9 a.m., closes 5 p.m. Sat. Ham dinner served to all entrants starting at 4 p.m.

SUNDAY, FEBRUARY 18th

TT SCRAMBLES by Stumpjumpers M.C. at Elsinore, Calif. AMA point run. Trophies presented at track. First day race of the year at Elsinore. There will be waiting in line (we hope). \$2.00 to ride, \$1.25 to watch. Follow Hwy. 91 to Hwy. 71, then follow Hwy. 71 to sign on left side of road.

GRAND PRIX ROAD RACE, presented by International Sport Cycle Expositions, Inc., in conjunction with the San Francisco chapter of the AFM. First in a series of professionally promoted road races in the area. To be held at Vaca Valley Raceway, Vacaville, Calif., south of Sacramento, just off Interstate Hwy. 80. GP classes 0-175cc, 176-250cc, 251-Open; also Le Mans start Production race. Sidecars run for \$100, minimum of 6 entries. Purse is 40% of paid

SUNDAY, FEBRUARY 18th

admissions. Entries close Jan. 31. For entries and further info write International Sport Cycle Expositions, Inc., P.O. Box 5945, San Francisco, Calif. 94101. Phone (415) 589-2365.

AMA SPORTSMAN ROAD RACES at Carlsbad Raceway, Carlsbad, Calif. Sponsored by the Playboys M.C. All riders, both pro and sportsman, welcome. Classes from 100cc to Open. Also production class for under-250cc machines. Pits open at 9 a.m., practice until 1 p.m. First race at 1:30 p.m. Everybody rides both heat race and final in both classes.

18th ANNUAL HI MOUNTAIN ENDURO by Penguins M.C. Start-finish at Rinconada Ghost Town. Lined from Santa Margarita turnoff, 7 mi. north of San Luis Obispo, Calif. Spark arrestors required. First rider out at 8 a.m. Sunday. Riders meeting on Cal Poly campus, 7:30 p.m. Saturday. Entry \$3 through Feb. 3; post entry \$5 Feb. 3 through Feb. 17. Minors need notarized consent form from parent or guardian. Mail to Cal Poly Penguins, A.S.I. Box 111, Cal Poly, San Luis Obispo, Calif. 93401.

SUNDAY, FEBRUARY 25th

HARE SCRAMBLES by Sidewinders M.C. of Trona, Calif. AMA Point run, all classes. Starting time 10 a.m., entry fee \$3.25. Lined north of Red Mountain.

SUNDAY, MARCH 3rd

ANNUAL 100-LAP PROFESSIONAL TT RACE at Ascot Park, Gardena, Calif. Race starts at 2 p.m., all the stars will be there. Track located at 183rd & Vermont in Gardena, Calif., just off the Harbor & San Diego Fwys.

MONDAY, MARCH 11th-SUNDAY, MARCH 17th

200-MILE NATIONAL CHAMPIONSHIP ROAD RACES at Daytona Beach, Florida.

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SALUTE TO SIDEHACKER

The Sidehack Association announces that a youthful member, Tom Ridyard, has been called to active duty with the U.S. Army.

Due to his riding as passenger with Crash Roesch (crashing at speed at Stardust Raceway in Feb. 1967 without a scratch), being observed piloting an Ariel Square Four kneeler on the hack wheel at Orange County, riding a 250cc Yamaha sidecar kneeler on the street, and his membership in the Sidehack Assoc., Tom has been inducted on a trial basis.

It is hoped by all members of the Assoc. that the moral strength Tom has received from his experiences with the Assoc. will help to bring him back safe and sound. (Sanity was a big question on his pre-induction interview.)

His membership in the Sidehack Assoc. is to be honorary until his return...at which time all past dues will be deducted from his mustering out pay.

JIM MOFFITT
President
Sidehack Assoc.

100's WANT TO GO ALL THE WAY

We, as a club, beg to differ with Maureen Lee's statement that small bore riders in general feel that the Gripsters' 100 mile Grand Prix poses any kind of a jitters threat. In fact the possibility exists, dependent upon when the trail bikes are allowed to start, that one of our kind could even come in ahead of the super fast 250 class.

The 100's Club, being dedicated to the desert and the 100cc and under machine, wants to go the distance. In fact, we would like to go the same distance as the big bikes in every race. Ask any of the 40 or so trail bikes (6 of them happened to be 100's riders) who were stopped 1/2 hour early at Good Springs during the Barstow to Las Vegas run by a jittery big bike rider, how concerned they are about a little 100 mile race.

THE 100's MOTORCYCLE CLUB
Azusa, California

DEPT. OF CORRECTION

In last week's issue, we listed address and phone numbers of District 37 sporting stewards to contact if one wished a 1968 application blank. Several errors were inadvertently made in the listings, so below are the correct names, addresses and phone numbers of the various representatives.

If you plan to race in Dist. 37 and haven't as yet gotten an application blank, send a self-addressed stamped envelope to the steward handling your particular division as soon as possible.

LIGHTWEIGHT SCRAMBLES - Dick Kouns, 11626 Muriel Drive, Lynwood, Calif. 90262. (213) 631-6733.

HEAVYWEIGHT SCRAMBLES - Sam Crooks, 8291 Eleventh Ave., Inglewood, Calif. 90305. (213) 678-2868.

TRAILBIKE DESERT - Ken Peterson, 2931 Oakendale Place, La Crescenta, Calif. 91014. (213) 249-7315.

LIGHTWEIGHT DESERT - Ben Bok, 4461 Vista Del Monte, Sherman Oaks, Calif. 91403. (213) 783-7009.

HEAVYWEIGHT DESERT - Cal Makela, 207 North Gladys, Monterey Park 91754. (213) 280-5597.

SIDEHACK - Gary Weber, 10126-1/2 Mountain, Tujunga, Calif. 91042. (213) 353-8719.

THE FINISH LINE

By ROXY ROCKWOOD

Twenty-four-year old Jody Nicholas looked like the "old" Jody last Sunday down at Carlsbad. It only took him about ten laps during the practice session to find the fast way around after a two-year layoff.

The last time he raced was at Daytona two years ago - in this country. Shortly after that time he went to Mossport, Canada on one of Bob Hansen's Matchless G-50's and broke all the track records - in the rain.

Jody was perhaps one of the most underrated road racers ever to come along. He chose to fight rather than switch in many races that he could have won with equal horses.

He still has two years to go in the Navy and will be riding AMA road races in the area whenever he is not flying off carriers. No, he is not available for Daytona.

A lot of new equipment was at Carlsbad including the Suzuki 500, Bridgestone 350, Kawasaki 350 and the latest in 250's from Suzuki and Kawasaki. With less than two months before the Daytona race the new stuff is now in the shake-down stages with the finishing touches coming up the next time around at Carlsbad on Feb. 18th.

Ron Pierce, although he is only 18, is fast becoming the rider they will have to beat in any road race in the 250 class. Ron starts his third year of professional racing this season and found out a few weeks ago that honesty does not always pay.

When applying for his '68 racing license he finally put down his true age of 18. The AMA took a second look and suspended him for two weeks. Two weeks in January isn't nearly as bad as two weeks in March (Daytona) or two weeks in August.

Art Baumann, the Amateur who last year won both the Indianapolis and Carlsbad Amateur road races, sent in for his license and was classed as an Amateur again for '68.

He was just beginning to wonder what one had to do to become an Expert in the road racing ranks when one of the more liberal and free thinking committee members came to his aid and had him advanced to the Expert class.

We tend to think that if nobody would have come forward in his behalf then he could have started a petition that would have most certainly been signed quickly by all riders who will be Amateur road racers for the coming season.

On the subject of licenses there is a new get-tough policy within the AMA that says if a rider is going to ride the Ascot TT next week he must have his license in his hand. There will be no telegrams or last minute phone calls from GHQ. If you don't have it by the time you read this it is best to forget it until the annual 100-lapper the first Sunday in March.

Non-TT riders who are going to ride the half-mile Ascot opener in April should send in now as everything stops in Ohio for the annual speed week at Daytona in mid-March.

Daytona entry blanks should be available now so a rider can send to the AMA and obtain them anytime. All entries will close twenty-one days before March 11th.

A big mystery lately is that many riders are receiving their \$2.00 AMA membership cards but no license. Both were applied for at the same time. (?) One rider sent his in with a self-addressed air mail return envelope. They kept the envelope and sent the license back via the usual stagecoach route. That's progress for another week.



By The
*
Answer Man

QUESTION: While the European riders were in So. Cal. the past few weeks, I made a point of studying their style and I noticed that the type of their suspensions differed quite a bit from the typical units I am used to seeing on most of our local racing machines. Could you explain some of the advantages of the "trials like" set up on European bikes? (21-inch front wheel, trials type bars, etc.) J.C.E.-Ontario

ANSWER: The greatest difference between local and the European is; the visiting competitors had much softer suspension. The front fork travel was measured and found to be 7 inches. Even our machines equipped with customs, such as the Ceriani forks, have a maximum of 6 to 6½ inches of travel. I would almost swear that the shocks were filled with but a ten-weight oil.

The 21-inch wheels on European machines are actually lighter than our standard 18 and 19-inch units and as you must realize they have that wheel off the ground more than on. Of course, that diameter helps somewhat if a small series of chuck holes can't swallow such a large diameter wheel.

Each rider seemed to have an individual rake, height etc., to fit his personal reach. When you're off the pillion 80 percent of the time, pegs and bars are the most important to your ease in handling the machine for hours on end. Leverage is a dire requirement and besides, "to each his own."

QUESTION: Before I enter my S-90 Honda in Sportsman scrambles I have a few questions. First, what type of pipe would be the most beneficial for maximum power? What size wheels and tires would give the best handling? S.F.-Norwalk

ANSWER: The best pipes you can use are the S-90 "low pipe headers", after they are given the following modifications. Cut the header pipe in half and remove the inner pipe or bushing. Reassemble and add 18 inches of additional straight pipe length. I also suggest you hog out the cylinder exhaust port diameter to match the header. Taper the port so that it flows evenly to the original diameter at the valve seat. Do not alter the port at that point!

For wheels, I suggest 18 inch x 2½ inch alloy rims with 300 x 18 Universal tires.

If you want some real scoop on proper scrambles modification for a S-90, contact Pete Grimes, chief ports honcho for Norm Reeves. He has one of the hottest S-90's around.

QUESTIONS AND ANSWERS

QUESTION: In California there is a conglomeration of identifying letters on competition plates (such as 123f, 123c, and etc.), what areas or towns are represented by such a letter? Or would they be too numerous to list? E.A. - Haywood.

ANSWER: Yep, too numerous to list! Those letters represent geographical areas within the entire U.S.A.

Possibly the A.M.A. could provide you with a list, if you contact the National office, American Motorcycle Assn., P.O. Box 231, Worthington, Ohio 43085.

QUESTION: What is the purpose for having a buffer chamber between the engine inlet and the supercharger for a motorcycle engine? If one is necessary, where can I find information on how to make one? I found the article in the recent "Cycle" magazine about the supercharged Norton was not sufficient. B.S. - Culver City.

ANSWER: A buffer chamber is designed for the purpose of restricting losses of fuel and air mix by being forced from the blower to inlet valves and exit the exhaust at the time of valve overlap. In the buffer chamber gasses are relatively still and thus when valves are open the incoming rush of pressure is less at initial stages than it would be if directly transferred from the blower.

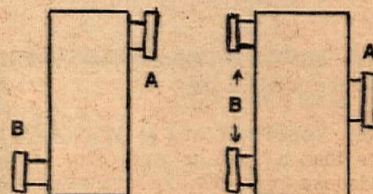
The determination of a buffer chamber's necessity should be determined by the angle of the ports and the valves positions in relation to one another. If the ports are straight in and valves directly opposite one another, you can imagine the scavenger of jet effect that can take place from intake to exhaust. If the ports are radiused so that gasses are directed only to the cylinder and losses are thus at a minimum, the use of a buffer chamber is not necessary.

Sometimes a chamber is placed between blower and engine intake and the engine's intake must be a storage of air and fuel mix sufficient to supply one and half times the engine's displacement demand at any given moment or rate of r.p.m. The area of a blower's chambers are not always sufficient to do this, thus a storage of plenum chamber is required. The reason for one-half more than the engine cylinder displacement is two fold. First, to compensate for loss and, second, to make less demand upon the blower's delivery for the next opening of the intake valves.

To the best of my knowledge there is not a single source of information that can give you specifications on blower installation or the required accessory dimensions.

If the Answer Man can be of any further help, send in the questions.

TYPICAL BUFFER



A - Blower input.
B - Buffer outlet to engine ports.

HILLTOPPERS SCRAMBLES AT PERRIS



It's the Open Expert Moto and Triumph-mounted winner Ben Fakkeldy (2) leads second place finisher Terry Dorsch (7), also riding a Triumph at the Perris, Calif. track last Sunday.

Story and Photos by Maureen Lee

Perris, Calif. (where else is there?) was the scene of the Hilltoppers scrambles Sunday, Jan. 21 and they actually managed to get the whole program through by dark, which isn't easy this time of year! Only complaint we heard was from some of the riders in the lightweight classes who rode a heat, didn't make the semi and then found out there wasn't a consolation race! \$3.25 is a lot of money to pay for a three-lap race and we can't blame one rider a bit for the disgusted comment that from now on he's going to ride the desert or one of the tracks open for practice on Sundays rather than waste his time and money on nothing!

Preston Petty put in an appearance on his beautiful little Suzuki moto-cross machine and took the 250 Expert class over a host of fast 'Tacos like those ridden by Keith Mashburn and Larry Taylor. John Rice (Honda) made one moto but didn't re-appear on the starting line for the next two. Pres really flew!

Powder Puff winner was Kelly Struble (Hodaka) with a win over thirteen girls. This class is growing by leaps and bounds and soon we have a feeling that there will have to be two classifications in it as there are in other 100cc classes.

There were fourteen 50cc Novice entries and four Expert. The Novice winner was Gary Caldwell on a Honda chased by Jim Parker (Yamaha) and brother Rick for the second and third place spots.



Close cornering in the 250 Expert Moto finds Preston Petty, the eventual winner, on the pole, #35x Larry Taylor taking the higher groove, and Keith Mashburn (4x) aiming his Bultaco right down the middle.

Once again Jimmy Stein (Husqvarna) won the 250 Amateur Main but a Bultaco with John Garrish aboard won the 250 Novice.

It was getting pretty late by the time the big boys came to bat but they ran them all in together without making the Novices wait until the Amateurs or Experts had run (remember when they always did that?). Ducati rider Tom LaFortune took the 350 Novice ahead of Carol McIntosh (Honda) who's a brother of Chuck, Open Expert class rider. Ben Fakkeldy and Terry Dorsch went at it



Big Jim Hunter (3) won the combined 350-500cc Expert Moto aboard his BSA Gold Star. Harley rider Tony Denius (46) wound up second ahead of Bruce Jackson (Velo).

umph for Bellflower Triumph) was always close should Bill or the Beezer goof!

Jim Hunter won the 500 class on his BSA Gold Star but once again Tony Denius was right there in case Jim didn't keep the wick turned on. Tony was on a Harley that at times looked like it handled like a rigid. Ouch!

Young Fred Edwards, after taking second in the 100 Expert class, hopped on a BSA and won the 350-500cc Amateur Main. You racers want to know how to go fast? Fred attributes it to suckers. A strawberry one seemed to do the trick for him Sunday and we've promised a whole box to him when he wins his first Ascot Main!

(Results on page 16)



Number One heavyweight rider John Rice here takes to the smaller Honda equipment for a change of pace.

A DAY AT THE PONDEROSA...and

a week in the desert

By Jack Ross
Photo by Jim Kojaku

Bob Bailey, National Number 33, capped off a long week of trailing fun by joining the Ponderosa fray on January 1 as a warm-up for the coming professional season.

After a four-month layoff due to a shoulder injury, Bailey spent the week prior to Ponderosa camping out in the desert and riding 400 miles in both the 29 Palms and Holiday areas of California.

Stopping by the Ponderosa on the way home, Bailey discovered that it takes more than a week to shape up, for six Ponderosa regulars, led by Husqvarna-mounted Ron Fry, roared across the finish line ahead of the Class C star. Eight riders were disqualified on the



Bob Bailey, National Number 33, began a week of camping out and desert riding in the 29 Palms area, moved on to the Holiday region, wound up covering 400 miles by bike, and took in the Ponderosa on the way home.

off-limits road that was described at the riders' meeting.

Recent rains left the sand packed hard and relatively dust-free, allowing the leaders to do 15-minute laps, while the entire field of 97 Open Class riders and 80 Trail Class riders finished the two 10-mile loops in one hour.

At the smoke bomb, Tom Brooks (Bultaco) of the racing Brooks family slipped in behind Ron Fry and held onto second spot up through "Give-Up Gulch" and over "Heartbreak Ridge" before hard-charging Al Baker (Triumph) could pass him.

On the second loop, Lynn Fortner and his Husky moved up to third ahead of five-time Ponderosa winner Bill Hutton (Triumph). Brooks crossed the finish in fifth, with Novice Bill Walters (Husqvarna) taking sixth ahead of Bailey (Triumph).

Eighty trailbikes left the starting line with Novice Dean Goldsmith (Hodaka) leading from start to finish. Wes Anderson Jr. on a Norm Reeves Moto-Beta was closing rapidly at the end of the first loop but finished out of the gold when plug-fouling developed.

E.C. Birt wound up second ahead of Tom Hoyle in third. Gary Bailey, the lightweight scrambles ace and brother of Bob Bailey, grabbed fourth in front of J. Jacklett. The first five were all mounted on Hodakas.

The next Hare Scrambles at the Ponderosa will be presented by the Greyhounds M.C. on Sunday, February 4. (Results on page 16)

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A GO IN THE SNOW

Story and Photos by John Shedd

The Hi Jinx M/C had a poor turnout for their Mount Baldy relay, Sunday, January 21, but this may well be a result of many riders not knowing what was in store for them. For the handful that dared to be different, they found something that was not only different but challenging as well. The Hi Jinx were assisted by the Evans Security Patrol. They did a good job considering the rangers restricted the type of markings that could be used to lay out the course.

A 225cc limit was imposed on each two man team, which allowed the use of one bike not over 225cc or else two bikes with a combined engine capacity of not over 225cc. Each rider made two laps, but he alternated with his teammate between them rather than making two in a row.

The course was approximately fifteen miles long, and it was located about thirty miles north of Fontana, Calif. in the Stockton Flats area. As in most races, the first man in is the winner, but in this particular race, speed had very little to do with being first across the finish. It was strictly first and second gear stuff all the way. Almost every inch was either big rocks, snow or both except for a half mile of road that was little better than a slab of uphill ice.



Relay team of L.A. Welborn and Larry Welborn finished fifth overall on their Yamaha. Each man rode one 15-mile loop.



The Hi-Jinx Mount Baldy relay covered about thirty miles of varied terrain, mostly first and second gear going, with a 225cc limit required on one machine, or two bikes with a combined capacity of 225cc.

At the end of the second loop, it was Roeseler and Clatelle in first on the 80cc Sachs and O'Neill and Mendez in second on a 90cc Yamaha. Welborn and Welborn had bike trouble while making the rider change and dropped back giving up the third spot to Charlie Young. Young, who had no partner, rode the entire distance.

Roeseler held the lead throughout the third loop and Clatelle shoved off for

the last loop with a big lead over second place O'Neill.

The extremely punishing course took its toll, as the bolts holding the handlebars on the Sachs sheared off and Mendez pulled passed Clatelle to take over the lead. Mendez was sure he had the win, but Charlie Young managed to zip by and take first place gold.

(Results on page 16)



Overall winner of the event was the only man who rode without a partner, Yamaha-mounted Charlie Young (89) shown here preparing to zap another competitor in some close, slidy going.

When the checker fluttered through the cold mountain air, wheels spun, snow flew and no one went anywhere very fast. Larry Welborn more or less slipped into the lead, but Bill O'Neill and his Yamaha took over and led almost the entire first leg. Just a few feet short of the finish, O'Neill overshot a turn and killed his engine. This was just the break second place Earl Roeseler was waiting for. He scooted ahead and turned his

Sachs over to his teammate Terry Clatelle who held the lead the entire second loop. O'Neill was only seconds behind Roeseler as he hopped off his mount and teammate Fred Mendez took over holding second position. Larry Welborn skidded to a halt at the start finish line using both legs as outriggers and L.A. Welborn took over the controls holding down third.



Speed was definitely not the determining factor in the Mount Baldy relay race — not when contestants encountered big rocks, snow in abundance, and uphill icy roads.

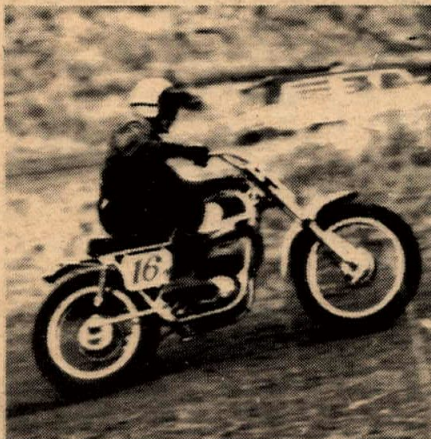
REED INDUCTION FOR HODAKA & BULTACO

Bill Nugent of BN Supply, Box 651, La Mesa, Calif. has finally perfected a reed induction kit for popular 2-strokes and is offering them to the public. Higher horsepower, more low-end torque, cooler running, better breathing and higher speed are among the advantages claimed. Dealers and individuals may write BN Supply for a free brochure (enclose a stamped, self-addressed envelope, please).

LA MIRADA, CALIF. ADULT SCHOOL OFFERS M/C REPAIR COURSE

Mr. Kurt McKeefer of the Norwalk La Mirada (California) Adult School announces that they are now offering a motorcycle mechanic and repair class, starting January 30th. Classes will be on Tuesday and Thursday each week from 7 to 10 p.m. Both 2- and 4-stroke type motorcycles will be covered. Prospective students may register by contacting the school. There is no tuition charge.

HI- HATS SCRAMBLES



Photos by Craig V. Randall

Mark Breisford (16w) and his potent Bultaco built up a fantastic lead in the Hi-Hats 250cc Expert Main, held on a course over a mile in length.

(Results on page 16)



In the Hi-Hats Scrambles held Dec. 17 at Pittsburg, Calif., Steve McCants lead the 650cc Expert Main on his 441cc BSA Victor until ignition troubles forced him back to 4th place. Behind him here is Husqvarna mounted John Fry, who went on for the win.

DESERT M.C. HARE SCRAMBLES AT LUCERNE VALLEY

Story by Dick Wright

The big Norton twins dynamited the field in the Desert M.C. contest as Mike Patrick, #7, pulled in as the winner, with Steve Hurd, #1, taking second. Both riders were mounted on Norton P-11's and had a three-minute lead over the other riders last Sunday.

The first loop took fifty-five minutes of solid speed and the first thing you could see was the yellow-and-blue jumper of Mike Patrick coming through the plume of dust, followed by Steve Hurd. Next through the pits was Gary Griffin, #2x on a red 250cc Bultaco.

On the second and last loop, Patrick huffed in the winner after an hour and fifty minutes, with Hurd second. Gary Griffin was third on the 250cc Bultaco, which was a good go for the 250 machine as this was a fast course averaging 55 miles per hour.



Mike Patrick (7) and his 750cc Norton came out on top in the Open Expert division, but not before a thrilling duel with second place Steve Hurd, also 750 Norton-mounted, down the long straight fireroads tucked in at speeds of over 100 mph. Patrick's higher gearing (he was set up for 110 mph top end) may have turned the trick.

There were three hundred riders lined up ready to go two loops on the forty-mile Lucerne, California course. The trail bikes had their own course of thirteen miles, and the two hundred and twenty riders were scheduled to go four loops. Both races were started at the same time; Steve Hurd led the combined Open and Lightweight race to the smoke, and a rider with the blue-and-white colors of the So. Cal. M.C. was second, going so fast that no one got his number. Mike Patrick was running an impatient third.

Steve Kirk, #27 on a Triumph, pulled in fourth, and Steve Staats, Triumph-mounted #95, took fifth overall and first amateur. Bill Bogner, #170, charged in eighth and grabbed off first 500 amateur on a Matchless single. Bill Hutton, #21 was right behind him and took first 500 Expert on a Husky. Tom Sinner, #44x, charged up from back in the pack and took eighteenth overall and first 250 amateur.

In the pits after the race, all of the riders seemed happy with the course; it was well marked and long enough so that



Photos by Dick Wright and Jeff Wright



Jeff Wright, son of Cycle News correspondent Dick Wright and a photographer in his own right, moved up from 16th to 11th for first Novice trailbike finishers, Hodaka mounted.

Cycle News writer/rider Dick Wright bounding along through the Lucerne Valley wastelands aboard his Moto-Beta in the 100cc division. It's no easy task to compete, take pictures and write stories, too.

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lapping slower riders was no problem. The pits were set up well, with the trucks only on one side in the rough.

Trail Class Hod At It

On the other side of the road, the 100cc riders were beginning to get with it. Wes Anderson Jr., #4 on his well-tuned Hodaka, grabbed the lead at the first check, and Jack Morgan, #1, also Hodaka-mounted, was second. Anderson held the lead with Morgan never more than a hundred yards behind, but on the last lap Morgan was able to catch him, only three miles from the finish in the rough boondocks. Morgan just turned it on and let 'er go until he had the lead, and then held it to the finish line, winning in one hour and forty minutes.

Anderson pulled in second only a hundred feet behind the leader. Eddie Crowell, #T22 on his Hodaka, moved up from sixth spot to take third at the finish. Thomas Hoyle, #31, got a good start and was able to hold on to it to take fifth overall and first amateur. Thirteen-year-old Jeff Wright, #76 on a Hodaka, moved up from sixteenth on the first lap to eleventh at the finish and took first Novice.

Congratulations, Desert M.C.

The Desert M.C., a new club with twenty-five members, should be congratulated for putting on a well-planned race for their first time around. The points the riders particularly liked were: (1) A separate course for the trail bikes, which eliminates the problem of too many bikes on one course in the dusty weather, and also helps on the lapping problem; (2) the pits were very safe - out in the rough with the trucks on one side. Pits on a fire road with trucks on both sides can be dangerous; (3) the turns on the course were marked well ahead of the turn, with the lime thrown three spots close together on the side that the turn was going to make.

Cycle News welcomes letters with suggestions or other ideas concerning desert racing; just remember that most successful races require a lot of work, and unfortunately, there are a lot of riders but not enough hard workers. It was, definitely, a lot of work for the Desert M.C. to lay two courses, but it was worth it!

(Results on page 16)

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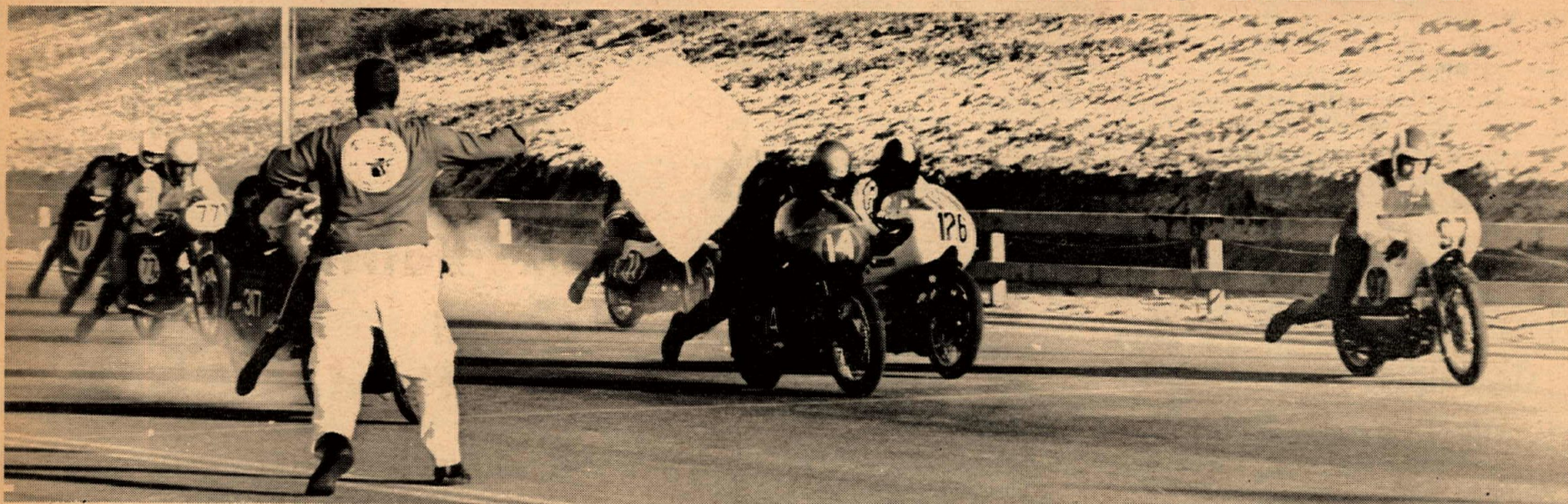
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CARLSBAD SPORTSMEN



Off and running at the start of the 250cc GP final, and Ron Pierce (97) leaps into a commanding lead, never to be headed. The 18-year-old Bakersfield whiz kid and his Yamaha were followed by #66 Walt Fulton (Kawasaki) and #14 Fumio Ito (Yamaha) to the checker.



Leader for two laps of the Open Class final, Eddie Wirth (84) pushed hard but had to settle for second to sensational Jody Nicholas. Both were aboard 650cc BSA twins.

The Playboys MC opened their third season of sportsman road racing at Carlsbad Raceway, near Carlsbad, Calif., and produced a surprise visitor and overall winner.

Making his first west coast road race appearance was former Daytona, Laconia and Meadowdale National champ, Jody Nicholas. The Dixie Dandy is now stationed in the Navy Air Corps in San Diego and was in competition for the first time since Daytona '66.

Jody shook off the cobwebs in practice aboard a 650cc BSA tuned by Don Vesco and was back in winning form by race time. The former Tennessee racer waltzed around the course in near-record



Ron Pierce's potent number 97 Yamaha is sponsored and prepared by Mel Dineson's shop in Bakersfield.

times and won all three of his races with the old smooth Nicholas style.

Eddie Wirth was the challenger in the early laps but could not hold Jody at the end of the 100 mph straightaway. The Navy Ensign was driving deeper into the turns.

First appearances were not limited to Nicholas, however. Johnny Apple entered the Floyd Emde Suzuki 500cc two-stroke into competition for the first time and after working out the "bugs" wheeled in into second place in the 500cc class.

Ralph White was on one of the factory "team" Kawasaki 350's and won the class with room to spare over Honda-mounted Jim Chen.

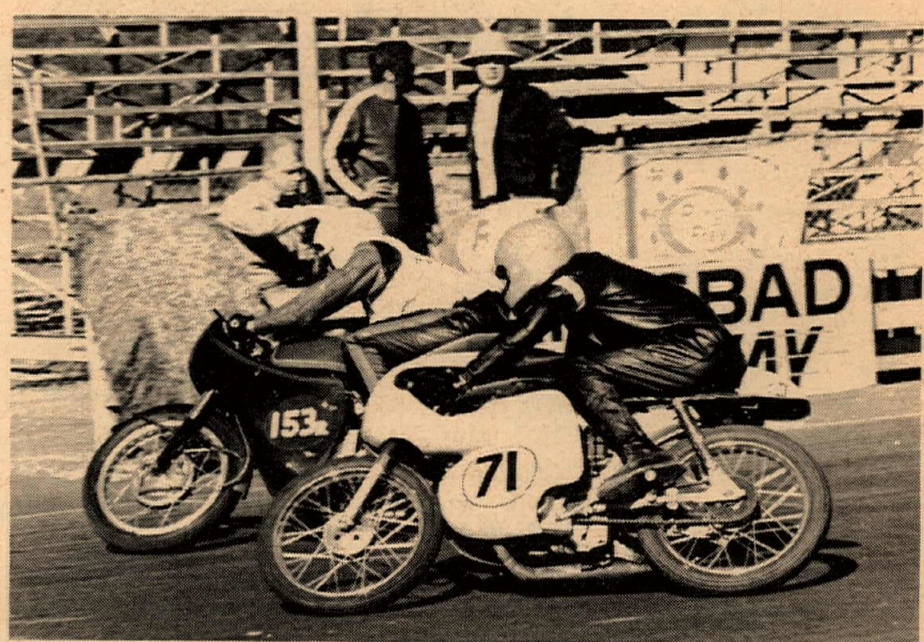
The always hotly contested 250 class saw two team Kawasakis and two team Suzukis on hand. The Suzukis of Dick Hammer and Ron Grant both ended up in the pits before the day was over.

Pacing the class was 18-year-old Ron Pierce on the Mel Dineson-tuned Yamaha. Ron picked up three more wins to run his streak to five without a loss... the longest on the books for Carlsbad.

Walt Fulton put up a game try on one of the team Kawasakis but it was Pierce all the way every time out. Fumio Ito gave Fulton a run for the trophy in the 250cc final but finished a close third. Up and coming Novice Don Emde looked fast and smooth to finish in fourth.

Amateur dirt trackers Rick Durkee and Bill Cody were on hand. It was the first time for Durkee who finished third in the 250cc production class before coming up with engine troubles in the 650cc main event.

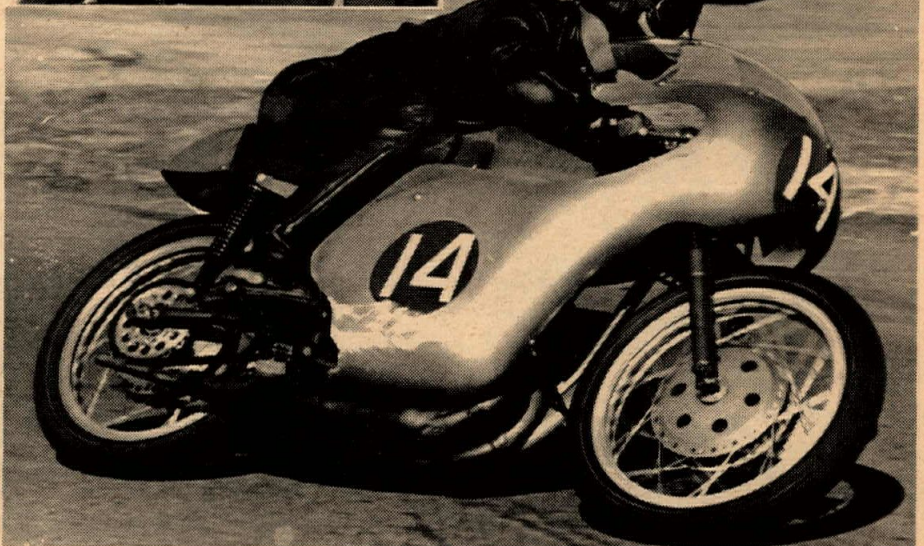
Cody took a long sliding crash in the 175cc heat race but returned to win the final and his first road racing trophy.



All classes were represented in the Carlsbad AMA sporting event, including under-250 GP machines (shown), Production bikes, a large 250cc GP field, and combined races for 350-500 and Open Class competitors.

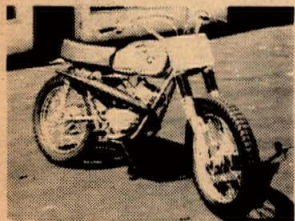


Left: Fumio Ito, road racer with 10 years of European Grand Prix road racing experience who now calls Anaheim home, is involved in pre-race confab. Below: Ito in action on his Yamaha, and he wound up third in the 250cc Grand Prix final.



In the rider-to-watch department it was young Mike Lane on a Hodaka 90 who nearly upset the field while competing against machines up to and including 200cc bikes. Mike beat them all in the first heat and was leading the second heat when he fell off on the final lap.

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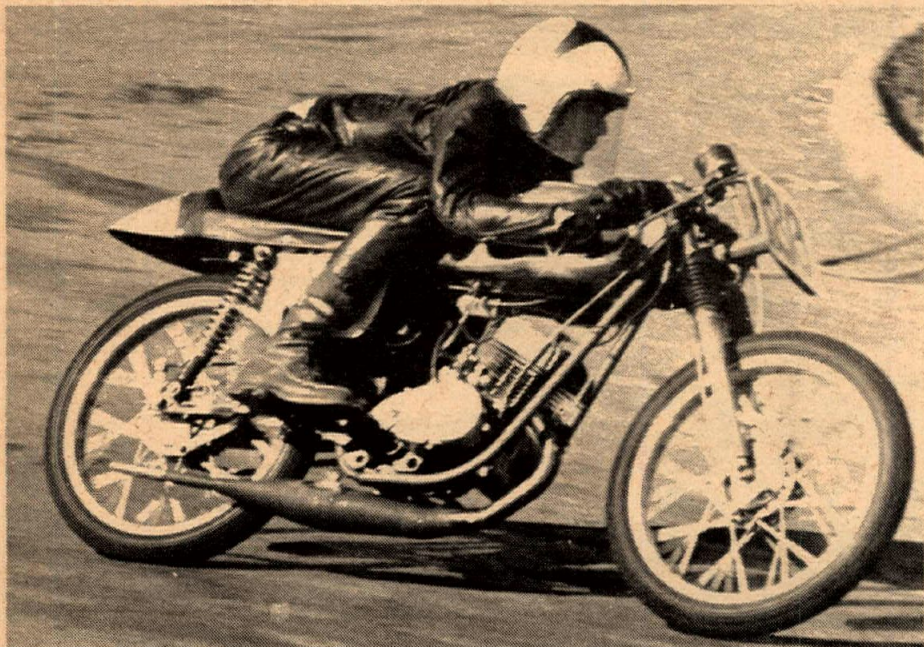
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**Third Gary Griffin Bultaco
Fourth Steve Kirk Triumph
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Mike Patrick and his Norton P11 750cc Scrambler took **FIRST OVERALL** Sun., Jan. 21, 1968 at the Desert Motorcycle Club's Hare Scrambles. Mike made this his **SECOND** overall WIN in as many weeks and the third straight win for the Norton P11. The challenging California desert proves little problem for the team of Mike Patrick and Steve Hurd, who are always **FRONT RUNNERS**, thus proving the superb handling and brute power of the Norton P11 750cc Scrambler.

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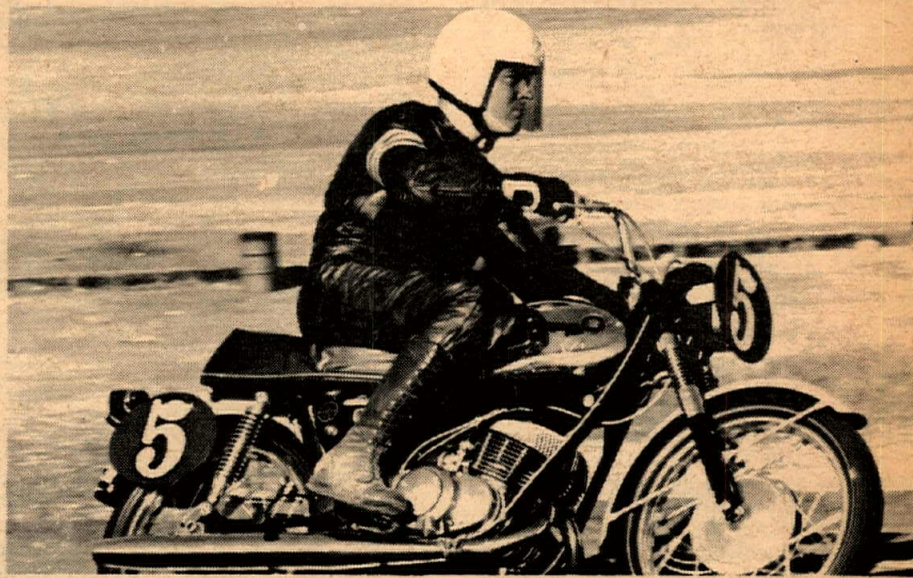
Above: One of the most sensational rides of the day was turned in by youthful Mike Lane, riding a Honda 90 in the under-250 GP class. He beat them all in the first heat, crashed while leading in the second heat, came from 10th to 4th in the final. Below: Tuning time on Lane's Honda, and it's a family effort. His dad takes care of Mike's machine, with both lad and bike showing great promise.



In the final he came from 10th to finish a closing fourth and take second place honors in his class. Lane's 100-pounder soaking wet with a lot of road racing Moxie.

The Playboys host the final Daytona warmup race at Carlsbad on Sunday, February 18th. Nicholas will be back to try for two in a row.

(Results on page 16)



In the lightweight Production final, #5 Greg Smith, aboard a 250 Suzuki, swooped the troops for a wire to wire victory over fellow Suzuki rider Jim Murphy.



It was good to see Dick Hammer (16) back in action, fully recovered from injuries received last year at Oklahoma City. But Hammer's Suzuki was not performing properly, and he retired after one heat. #66 Walt Fulton (Kawasaki) finished 3rd in the 10-lap final.

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DEHESA CROWD-PLEASING INAUGURAL TT RACES



Story and Photos by Bill Harmer

The highlight of the January 14 inaugural 1968 TT races at the Hi-Boots M.C. Dehesa course near San Diego, Calif. was the heated and exciting competition in the Open Expert class.

Despite masterful riding that won him top point honors last year, 17-year-old Myron Carter, his Triumph bearing the new No. 1 badge for the first time, was humbled in three instances. Twice by Don Matthews on a BSA and once by Al Finan on Earl Roloff's newly prepared Triumph. All things appeared equal in the skill department but Carter seemed out-powered by the two veterans.

In the Open Novice class, 17-year-old Jim Hammon thrilled the crowd

Last Open Expert heat at Dehesa found Triumph-mounted Al Finan (6) turning back #1 Myron Carter (Triumph), #28 Don Matthews (BSA). The order was reversed in final standings, however,

with a scorching lead on a 600cc Norton only to spill on the second lap and watch the race go to B. Barker.

Another youngster, 17-year-old Dan Emde, mounted on one of the new Suzuki 250cc singles, continued his winning style in the 250 Novice class made him a favorite in the 90cc class last year.

The new jump, which was designed by Belgian Champion Joel Robert for the European style Moto-Cross was not to the liking of many of the contestants — even the Powder Puff riders were up in the air over it. In spite of several spectacular spills no one was seriously injured and the 1968 TT races on the Dehesa course are off to an exciting new season.

(Results on page 16)

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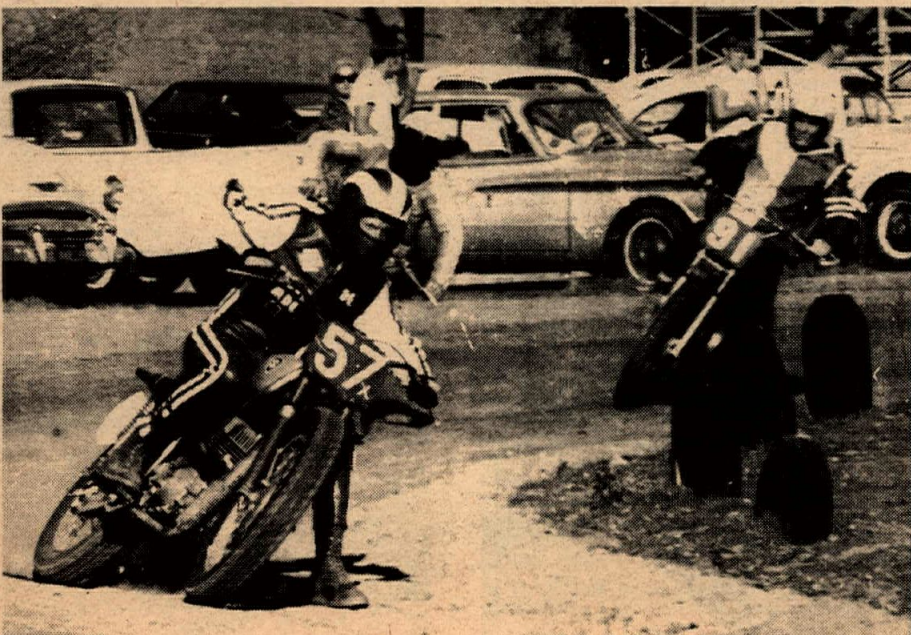
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It was close here, but 90cc Amateur/Expert winner B. Silverthorn (117) wound up ahead of second place Rick Vesco.



Seventeen-year-old Don Emde (57x), winner of the 250cc Novice division, leads the field around the turn.

PORTLAND INDOOR

By J.K. Lacey

For the second week in a row Chuck Hodson and his rigid-framed Class A machine zapped the troops at the County Exposition Center in Portland, Oregon last Friday night, winning every race he started. But not without a fight. Larry Parker (Montesa) again won the Trophy Dash, his heat race, and came within the last turn of winning the scratch final but it was here "Hoppy" Hodson and his Yamaha got under for the win. Parker had the fastest time of the evening though, taking the \$5.00 bill, but no one broke Ray Carroll's first night record of 11.33 seconds.

For the racing fans these Friday night programs hold a lot of action. Cliff Majhor, who is instrumental in holding the indoor races here, has come up with two Main Events per night, or actually two complete race programs. Time trials are held, then begin the regular short track races with heat races, semis, and a Main Event. Then everything is started all over again; this time the handicap program, heats, semis, and again a final. Faster riders start to the rear of the slower ones, making it do-or-die to pass and qualify. Makes for some real good action.

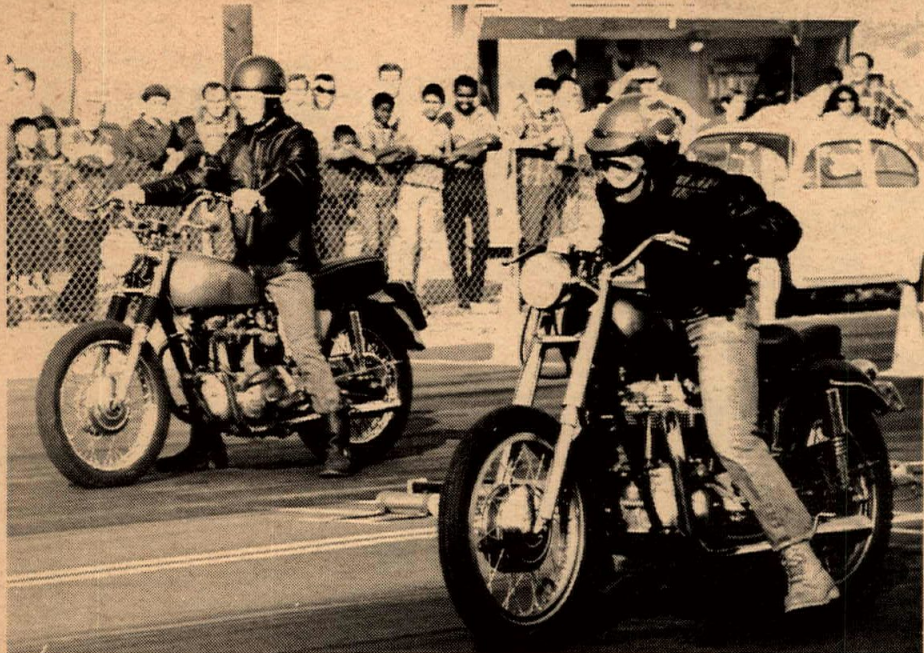
The handicap Main Event and final race of the evening promised to be a real fender-bender with Hodson, Parker, Carroll, and Richardson all on the 60-yard line with not only each other to pass but the other riders, already spotted ahead. Down came the flag and off they went but somewhere Parker and Carroll bumped, killed their engines and could not re-start. Thus it was up to Hodson and the pressure was on to see if he could catch the front two runners, Ron Smalley and Jay Lacey. Lap after lap he ate into their lead until close to the finish he caught one and then the other, going on to an unblemished night and so far, and undefeated season (second week).

Indoor racing in Portland, Oregon will be held every Friday night through March. Time trials at 8 p.m., first races flagged off at 8:30 sharp.

(Results on page 16)

DRAG RACING

By Bob Ebeling



Two street class bikes have at it, with the one nearest the camera seeming to have the advantage at the moment, since he's already on his way.

Play a game called "tip the can" and you have the day's best elapsed time and miles per hour at Lions Drag Strip.

What has become a well-known team combination, Brackett and Miller, did just that and recorded a speed of 123.08 at 11.40 seconds on the Harley-Davidson Sportster, "Super Bike."

The greatest number of entries at the beach was made up of stock street bikes, and manager C.J. Hart posted a few dollar signs for the top bike, then the action really began. Hondas fought Suzukis and BSAs tried to put one over on Harleys, but when it came right down to the nibbins of who was best, Clarence Bailey and his 74" Harley were on top. Clarence had recorded a quick 12.56 seconds for the quarter mile and his speed was 106.54 mph.

Runner-up, or second best in speed

and elapsed time for the short bursts of acceleration was the 55-inch stock street bike of Al Sherwin. His Sportster made the trip in 12.97 seconds at 102.27 mph.

What happens when you change things around a little bit, like a set of cams or high compression pistons? Well, Al Sherwin did just that and his recorded figures for the quarter were, 12.38 - 108.00. That was a Sportster just like Jim Sherwin's so there must be something to this

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Photo by Doyle Gray

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Or is there? Chuck Etenburn has a Honda with more displacement than Sexton's Honda, yet Sexton had an elapsed time and speed superior to Etenburn. Sexton won his E modified class with a 14.39 E.T. and 98.00 mph timing ticket. Etenburn's performance figures that won the D Modified trophy were 14.54-91.93.

Important Notice

There will be no bikes at Lions Drag Strip on Sunday, January 28th. That is a day for stock cars and funny cars only.

Next Week

Watch for the complete story of a gathering of bikes from across the nation at the Winter Nationals held in Scottsdale, Arizona.

Some were winners, some losers. Were the bikes all quicker or faster than the standing National records? Did Suzuki set a new record with the 500cc two-stroke for the quarter-mile? Did Harley-Davidson defeat Triumph, Norton, BSA and all the others as in past months? Find out in the story of A.H.R.A. Winter Nationals at the land of Sun and Sand.

(Results on page 16)

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Results

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Perris Jan. 21,

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1st Ben Fakkeldy
 2nd Terry Dorsch

Open Novice Class

1st Jon Wills
 2nd John Kavanaugh
 3rd Nick Soteros

500 Novice Class

1st Don Dudek
 2nd Otis Wells

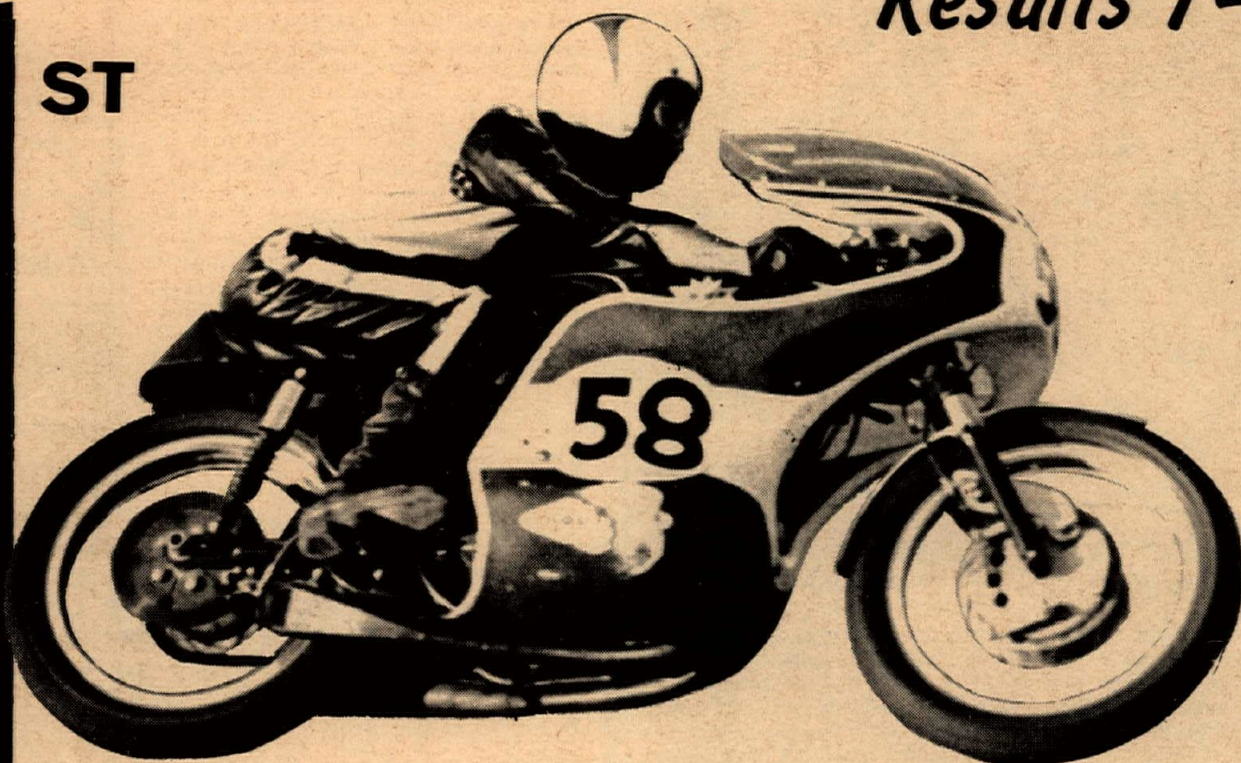


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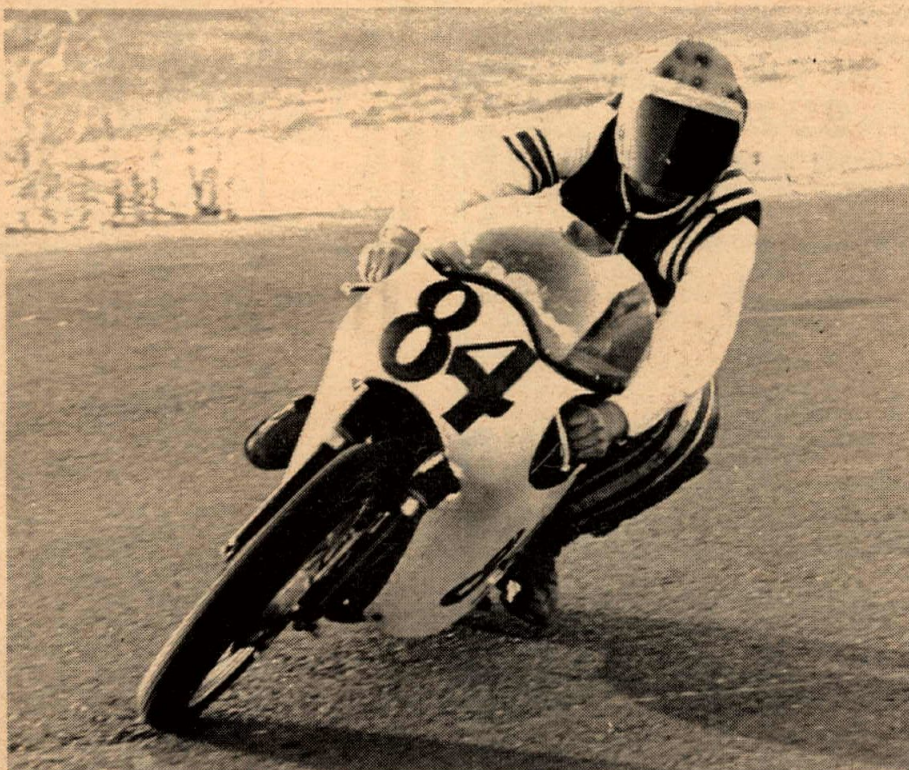
Results 1-2-3

1ST



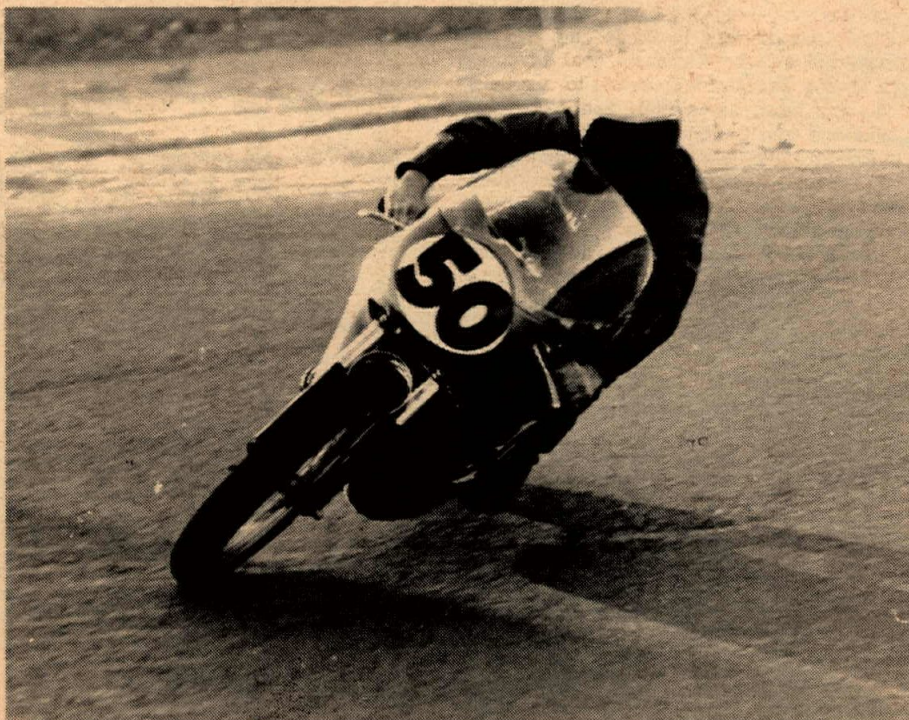
Jody Nicholas aboard Don Vesco's 650 BSA Lightning twin took the Open Grand Prix Win at Carlsbad Sun., Jan. 21. Jody is the former winner of Daytona, Laconia and Meadowdale National Championships. This was his first ride in competition since Daytona of 1966.

2ND



Eddie Wirth riding a BSA Lightning 650 twin took second behind Jody. Eddie was hard charging in the early laps but took a well deserved second.

3RD



Dick Welch took third and first 500cc win, riding the 500cc BSA single. Dick did a superb job of defeating machines of much larger displacement.

ELSINORE

NIGHT SCRAMBLES

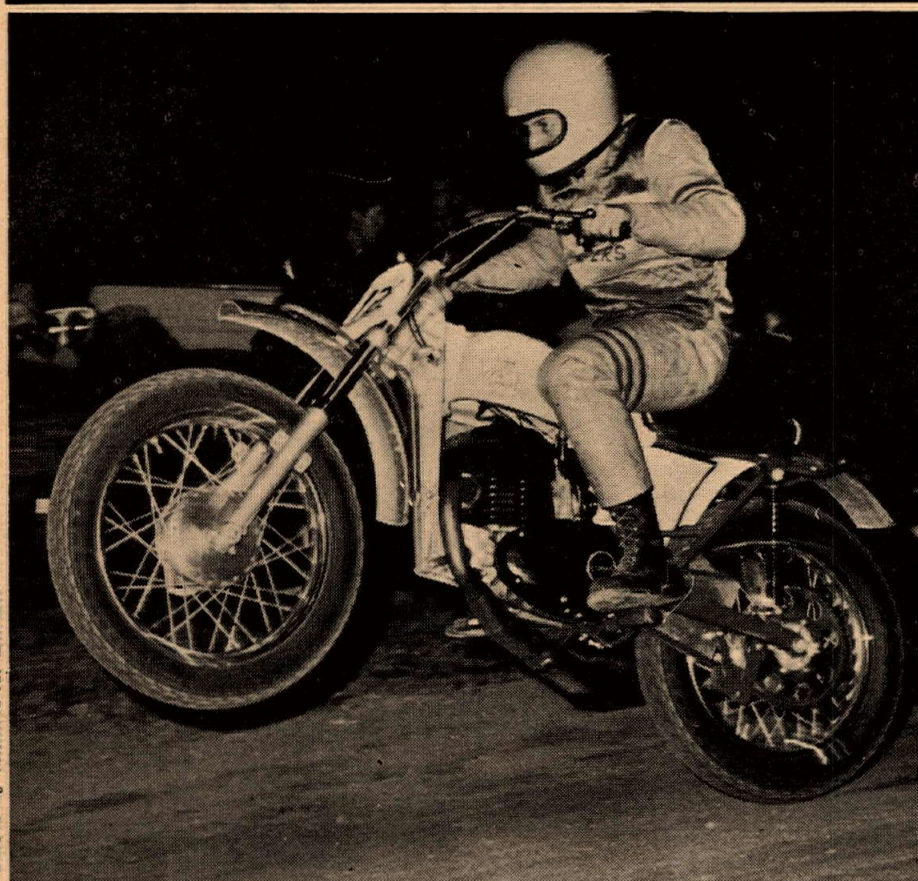


Photo by Manuel A. Burton

Elsinore night action finds more makes of machines represented in the 250cc class than any other. Among them are Bultaco, Honda, Suzuki, Husqvarna, BSA, Kawasaki, Montesa and that's a Greeves barreling along in the photo above.

By Don Wallen

The second event at Elsinore of the year ran off very smoothly in clear, warming Southern California weather. The track condition has improved and held up well all night, Saturday, January 13, with a very enthusiastic group of riders, wives and friends enjoying the action. Eighty-five riders strong rode a total of 38 events with very few mishaps.

Super Small Sliders

A surprise hero in the 100 Novices class on this night was Hodaka mounted D. Hopkins who won this class handily and got a 3rd in the Expert class. Hopkins' friend, R. Holbrook, who came to the track with him, got a solid 2nd on a Yamaha. This may not be the first time this has happened for these two, but no one can say it will be the last. A lesson for other riders, is bring support! Hopkins and Holbrook must have had 15 or 20 people pulling for them. A very good ride indeed considering both of these boys' ages together probably does not total 30 years.

The overall win was not without some fight from the other 26 riders in the 100 Novice class as B. Hardison rode a fast Bultaco for a 1st, 2nd and a 3rd. There were many riders capable of doing the job in this class. C. Smith on a Kawasaki really flew for a while but fell victim to mechanical troubles, K. Tennis rode hard all night as did S. Jones and many others. Not in the winner's circle, but of great interest is to see people like L. Davis getting off and hit hard at the start of the 100 Novice semi, then getting back on to ride to a 3rd. Davis started at Elsinore last year and is 14.

In the 100 Expert ranks F. Edwards charged to the front in every event except the sweepstakes which he caught a 2nd place after leading this for 3 laps, back of J. Kato on a BSA. For this effort two free steak dinners were awarded by "The Wreck" in Elsinore. A very confusing turn of events is that J. West on a flying Hodaka got a 2nd in the Expert class, but was not in the results in the Novice class. Also of general interest

is that T. Warren who has been one of the faster riders in the 100 and 250 class here has been inducted into the Army.

Big Bike Bombers

The 500 and Open Expert classes ran together on this night as the Triumphs of J. Myers and R. O'Neal fought hard and long in a losing battle against the BSA Victors of J. Kato and J. Peterson. Peterson has not been out for a ride in some time but is a welcome sight to see him and J. Kato battle it out wheel to wheel in virtually every event. Kato put in a very consistent performance on his BSA giving the spectators a good show in the process.

Middle Motor Masters

This is the one that always seem to put the specators on their feet as the 250 competition is always strong and varied, unlike the 350 class which is mostly comprised of Hondas. This class shows much variety, for instance, Bultaco, Greeves, Montesa and Honda alike were all in evidence. In the 250 Expert ranks there were so many chargers it was difficult to really try and make any predictions past the next 2 minutes. Eric Olesen was in there charging against #6x Cody who was a real threat as he got a 2nd but fell victim to a spin in the 2nd heat, as Olesen went on to win this one and 2 others. Troyce Gayle on a Husky gave Olesen such a fight for 1st place that T. Paschal had to have them run a special 3-lap elimination race to decide first. Olesen won, but Gayle pushed hard, never letting the pressure up on a Husky that is HUSKY! Not to be shut down easily and improving his style with every race was D. Wehrman riding out of K & N. Wehrman won one moto for a solid 3rd running well up front most of the time.

If anyone has a ride for the 100 Mile Elsinore Grand Prix, E. Olesen is interested.

(Results on page 16)

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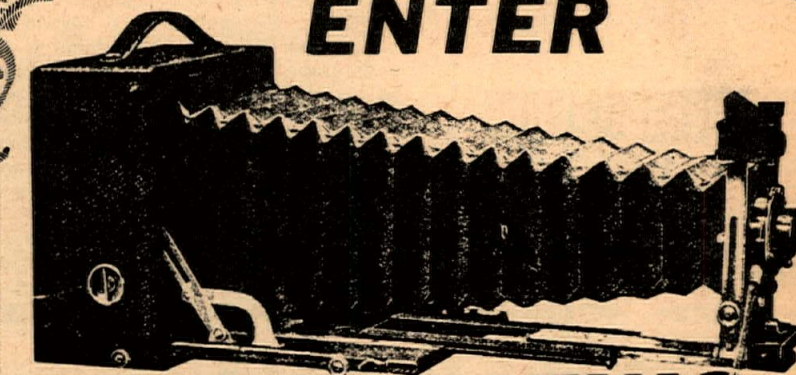
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RRC LOSES

By Robert O. Fee

Silent drop-outs and vocal resignations have plagued the Southern California Road Riders Committee as that organization's membership has failed to grow with the sport and actually decreased in number.

Motorcycle clubs have always come and gone. In recent years, however, a number of road clubs have come and stayed. Some have joined the RRC and dropped out, others just haven't bothered with the organization.

The Too-Tired Motorcycle Club became one of the latest clubs to forego what the club's founder termed, "The dubious pleasures of membership in the RRC." Neil Butts, a past chairman ('65) of the RRC added, "Basically, the RRC offers a member club only one service—a place on the annual calendar. As our group does not promote a run, there is no advantage to belonging. We don't care to engage in extended arguments over small matters while issues vital to the sport are totally ignored."

Harley Rathbun, one of the men who originally conceived the idea of the RRC stated, "We joined the RRC to do what we could to better the sport, remain active, and help the organization progress. It kinda hurts though when the Johnny-come-lately's make snide remarks because you won't defy your doctor's orders and ride all the poker runs."

Herman Lyster, associated with the RRC for many years and one of the best organizers in the sport, commented on the Too Tired's planning the '67 Spring Tour. He said, "We didn't want that job and told Bob Adsit so. We took it on and gave it our best solely as a last resort when none of the other clubs or reps would volunteer. The vicious and petty sniping that came from a few of the reps was completely unjustified. When you consider that it was the same people who changed some plans at the last moment and then attacked us when other details collapsed for lack of support, you begin to wonder about their purpose."

Bob Adsit, RRC's 1967 Chairman and a member of the Too Tireds, summed up his year in office: "I'm very disappointed in the attitude of the RRC Clubs toward the riders who support their runs. Every run put on during the past two years has had one goal only—the almighty dollar! There is no interest whatsoever in entertaining the people or bettering the sport. Some club reps have criticized me for not attending all the runs. Why should I go anywhere to be bored? The sole criteria of a successful run is 'Did it show a big profit?' In my opinion, all excess profits (over \$100) should be returned to the riders in the form of more entertainment, more activities for the average rider rather than the dress competitors, more and better food, and a little more work developing new locations." The various clubs need to change their attitude toward the riders and the sport before they can

be successful on the scale that they should be considering the number of motorcyclists available and the tremendous turn-over of participants in RRC activities."

Adsit continued his statement saying, "The RRC, as a group, has a 'damn-the-public' (outriders) attitude. As a group, the RRC could care less about and have consistently refused to consider or have flatly rejected their responsibilities to the first four objects of their constitution: 1. To better the sport of motorcycling; 2. To improve the public relations of all motorcyclists; 3. To induce the road riding clubs to be more active and 4. To help clubs plan rides. This group is exceptionally good at making rules and then getting very angry when SOMEONE wants those rules enforced."

"The co-operation that I have received from the organization, as a group, has been as good as any other recent chairman has received, but I would rate the quality of the co-operation as only fair." Adsit made it very clear that there are some individuals who are trying to improve the organization, "But many of those, he added, 'have been lost through resignation and drop-out from disappointment and disillusionment."

Adsit concluded by stating, "I sincerely wish the new chairman all the success possible and lots of luck—he'll need it."

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E	8.	S. Nichols	700
E	9.	R. Moore	676
E	10.	D. Harris	636
E	11.	T. Mason	628
E	12.	K. Lewis	619
E	13.	F. Edwards	599
E	14.	R. McCarty	507
E	15.	J. Rice	481
E	16.	J. Lewis	480
E	17.	D. Brooks	476
A	18.	W. Hockie	444
A	19.	E. Long	435
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E	21.	H.B. Stankey	432
A	22.	D. Aldana	412
A	23.	K. Struble	385
E	24.	D. Yerkes	381
E	25.	S. McHahan	376
A	26.	R. Williams	370
E	27.	D. Wood	354
A	28.	R. Burkert	350
A	29.	S. Bast	347
E	30.	M. Endless	345
E	31.	R. Henrickson	344
A	32.	D. Carlton	341
E	33.	D. Brittain	337
A	34.	T. Warren	336
E	35.	L. Taylor	325
A	36.	S. Italiano	319
A	37.	S. Rogers	313
A	38.	R. Williams Sr.	309
A	39.	L. Hammond	306
A	40.	S. Wolf	300
E	41.	J. Doron	298
E	42.	T. Judge	290
A	43.	E. Olesen	272
A	44.	J. Meriscal	270
A	45.	M. McIntosh	266
N	46.	R. Parker	262
A	47.	J. Northern	259
A	48.	G. Scott	241
E	49.	T. Sherman	240
A	50.	G. Bevans	233
A	51.	D. Lundberg	230
A	52.	T. Longwith	228
E	53.	B. Cody	217
N	54.	D. Connolly	213
A	55.	L. Verdoorn	207
A	56.	S. Colombero	203
A	57.	D. Hensley	203
E	58.	D. Ham	195

A	59.	T. Donaher	194
N	60.	L. Nolen	192
N	61.	L. Beall	189
N	62.	H. Long	185
E	63.	M. Radner	185
N	64.	H. Scott	182
E	65.	J. Riggen	180
N	66.	J. Arledge	176
E	67.	J. Brophy	174
N	68.	J. Sanderson	174
A	69.	S. Rainey	170
N	70.	M. Smith	170
A	71.	L. Pedigo	166
A	72.	L. Fish	165
A	73.	M. Bast	160
N	74.	D. Hockie	160
A	75.	C. Long	159
A	76.	T. Rockwood	153
N	77.	J. Sandborn	153
A	78.	P. Coberley	151
E	79.	G. Bailey	150
A	80.	J. Stein	150
A	81.	R. Ledford	149
N	82.	D. Stromalla	146
A	83.	T. Doron	143
A	84.	B. Sulkin	143
A	85.	J. Colombero	141
A	86.	L. Shoemaker	140
A	87.	F. Spangler	136
N	88.	J. O'Neal	135
E	89.	J. Willingham	131
A	90.	C. White	127
N	91.	P. Drake	125
E	92.	P. Dupuy	125
E	93.	C. Patrick	125
N	94.	B. Saunders	124
E	95.	A. Guzman	123
E	96.	L. Keeler	121
N	97.	B. Nosbursch	121
N	98.	M. Lee	120
E	99.	D. Lewis	115
E	100.	B. Ellis	114
A	101.	J. McCafferty	114
E	102.	J. Wright	114
N	103.	B. Maynard	111
E	104.	G. Musselman	110
E	105.	J. Runyan	110
N	106.	C. Thompson	110
N	107.	D. Voll	110
A	108.	D. Kuhnhoff	108
N	109.	J. Peterson	108
E	110.	K. Sparkman	106
N	111.	G. Riley	105
A	112.	S. Berliner	104
N	113.	J. Coughran	100
N	114.	R. Kouns	100
E	115.	R. Glaslow	100
N	116.	A. McGowen	100
E	117.	R. James	99
N	118.	K. Wilson	99
A	119.	J. Hateley	97
N	120.	M. Carver	96
E	121.	W. Zimmerman	96
E	122.	—	—
N	123.	D. Guinn	95
A	124.	E. Longwith Sr.	92
E	125.	K. Neal	87
N	126.	L. Earl Jr.	85
A	127.	J. Lindeberg	85
N	128.	A. Cordiero	84
N	129.	J. Foster	84
N	130.	B. Fulton	84
A	131.	B. Peck	84
N	132.	S. Lilley	83
N	133.	T. Clark	82
N	134.	M. Kruse	82
E	135.	G. Omo Jr.	80
N	136.	D. Williams	77
N	137.	R. Sweany	76
N	138.	R. Durand	75
N	139.	K. Klafs	75
N	140.	E. Olds	75
N	141.	K. Redding	75
E	142.	J. Sprague	75
A	143.	S. Autrey	74
N	144.	W. Crampton	73
N	145.	M. Hamish	73
N	146.	R. Roubicek	73
A	147.	H. Bloom	72
E	148.	M. Boal	71
N	149.	J. Jenkins	70
N	150.	F. Ostrander	70
N	151.	D. Bluchwitz	70
N	152.	W. Bartels	70
N	153.	—	—
N	154.	—	—
N	155.	—	—
N	156.	D. Dudek	69
A	157.	J. Hart	69
N	158.	C. Cove	68
N	159.	B. McDowell	68
E	160.	K. Kimball	66
A	161.	D. Stroman	66
A	162.	R. Taylor	66
N	163.	B. Bates	65
E	164.	J. Mathews	65
A	165.	P. Murphy	65
A	166.	R. Root	65
E	167.	L. Stumpenhous	65
N	168.	A. Amarillas	64
N	169.	S. Rispin	64
N	170.	C. Wheat Jr.	64
N	171.	C. Gann	63
N	172.	T. Sumner	62
N	173.	J. Biedenbach	61
E	174.	S. Brewster	60

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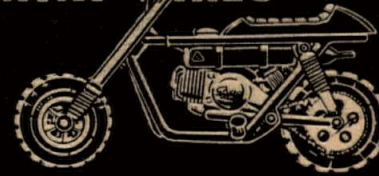
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(213) 869-0600

N	175. J. Garrish	21	N	310. E. Shinault	21	N	354. D. Rabjohn	15	N	398. T. J. George	9	N	442. G. Collins	7
N	176. D. Lenar	60	N	311. J.S. Scott Smith	21	N	355. G. Rodgers	15	N	399. M. Gordon	9	N	443. R. Cloud	7
E	177. D. Smith	60	E	312. B. Welty	21	E	356. B. Severy	15	N	400. S. Jones	9	N	444. D. Hess	7
E	178. R. Wolf	60	N	313. J. Formby	20	N	357. W. L. Smith	15	N	401. J. Keull	9	N	445. L. Hyson	7
N	179. G. Bolinas	59	N	314. T. Martin	20	N	358. K. Swanson	15	N	402. G. Lane	9	N	446. E. McIntyre	7
N	180. M. Ruhyard	59	N	315. J. Wells	20	N	359. R. Termin	15	N	403. R. Littlefield	9	N	447. R. Lyster	7
A	181. P. Antista	58	N	316. G. Caldwell	19	N	360. N. R. Walke	15	N	404. G. McCarty	9	N	448. L. Priest	7
N	182. E. Lynaugh	58	A	317. B. Cooke	19	N	361. P. K. Ashford	14	N	405. D. J. New	9	N	449. C. Schleif	7
A	183. M. Brown	57	N	318. B. Fulton	19	N	362. K. De Large	14	N	406. William Perritt	9	N	450. S. Sturgill	7
N	184. J. Colombero	56	N	319. R. Lakin	19	N	363. S. Fuller	14	N	407. H. San Miguel	9	N	451. J. Storey	7
A	185. V. Graves	56	N	320. P. Schneider	19	E	364. V. Spomer	14	N	408. B. Savage	9	N	452. B. Wrangle	7
N	186. R. Nakamoto	56	N	321. B. Stalcup	19	N	365. R. Mickle	13	N	409. J. Townsend	9	N	453. L. Wilson	7
A	187. G. Geyer	55	N	322. P. Stowell	19	N	366. R. T. Covey	12	A	410. J. West	9	N	454. D. Bowman	6
N	188. D. Hunt	54	E	323. P. Willoughby	19	N	367. M. Freeny	12	N	411. J. S. Arnold	8	N	455. M. Boyle	6
N	189. L. Seeds	54	N	324. J. Britton	18	N	368. W. C. Hanson	12	N	412. D. Brewer	8	N	456. J. Cassidy	6
N	190. B. Jenkins	53	N	325. F. Clausen	18	N	369. F. F. Pereira	12	N	413. Al. Burnett	8	N	457. P. Gasser	6
N	191. J. Malaer	53	N	326. T. Fulton	18	N	370. A. Adkison	11	N	414. J. Cecil	8	N	458. J. Hart	6
N	192. C. Coughran	50	N	327. T. Gnehn	18	N	371. S. Hamer	11	N	415. J. Cooke	8	N	459. C. Hemansen	6
A	193. J. Lohof	50	N	328. S. Hernandez	18	N	372. D. Johns	11	N	416. T. Courbat	8	N	460. D. Holloway	6
N	194. P. Studle	50	N	329. T. Kemmer	18	N	373. P. T. Lambert	11	A	417. T. Gardner	8	N	461. T. Jennings	6
N	195. F. Corley	49	A	330. W. Patterson	18	A	374. C. Neeley	11	N	418. C. D. Gerardy	8	N	462. S. Mattingly	6
N	196. J. Ellinger	48	N	331. E. Richards	18	N	375. T. R. Wood	11	N	419. T. Grant	8	N	463. D. Perkins	6
N	197. J. Jolley	48	N	332. K. Distler	17	N	376. M. Beanway	10	N	420. A. Griswold	8	N	464. C. Spurgeon	6
N	198. G. Simon	48	N	333. L. Eaton	17	N	377. D. Berg	10	N	421. J. Hawley	8	N	465. G. Taka	6
A	199. T. Holmes	47	N	334. B. Fulton	17	N	378. N. Burascano	10	N	422. G. Hicks	8	N	466. C. Waite	6
E	200. J. Bassey	46	N	335. D. Lundberg	17	N	379. W. Bird	10	A	423. M. Holt	8	N	467. D. Bullock	6
E	201. J. Hamilton	46	N	336. D. Willits	17	N	380. W. Burrell	10	N	424. B. Hubbard	8	N	468. R. Parker Jr.	6
N	202. D. Sowell	46	N	337. S. Crooks	16	N	381. D. James	10	N	425. S. Hyson	8	N	469. B. Dalton	4
N	203. R. Eigenbrod	45	N	338. J. Hicks	16	N	382. N. Fleece	10	N	426. S. Hyder	8	N	470. L. Davis	4
N	204. D. Massingham	45	N	339. R. Martin	16	N	383. T. Gifford	10	N	427. J. Jones	8	N	471. B. Hanson	4
N	205. K. Vines	45	N	340. M. J. McManus	16	N	384. A. J. Knight	10	N	428. C. Karges	8	N	472. R. Johnson	4
N	206. F. Lewis	44	N	341. R.A. Sanders	16	N	385. C. Lund	10	N	429. B. Means	8	N	473. D. Jenkins	4

HI-HATS SCRAMBLES

Pittsburgh, Cal.

Sunday, Dec. 17, 1967

By Craig Randall

100cc NOVICE	
1. John Brown	M-B
2. Lloyd DeVore	Hon
3. Gary Jensen	M-B
4. Gary Higby	Hon
200cc NOVICE	
1. Larry Darr	Bul
2. Gene Curry	Bul
3. Gene Price	Bul
4. Pat Bunds	Bul
250cc NOVICE	
1. Keith Queen	Kaw
2. Wayne Rodrigues	Bul
3. Glenn Lanoy	Bul
4. Ron Breshears	Gre
100-200cc AMATEUR	
1. Steve Paladini	Bul
2. Steve Jones	Bri
3. Robert Young	Bul
250cc AMATEUR	
1. Keith Carlson	Hus
2. Greg Hubbs	Duc
3. Chris Willems	Bul
250cc EXPERT	
1. Mark Brelsford	Bul
2. Art Zimmernan	Bul
3. Al Kenyon	Bul
4. Bruce Teixeira	Bul
350cc NOVICE	
1. Jim Thompson	Hon
2. Mike Whiteside	Hon
500cc NOVICE	
1. Bob Jensen	Tri
2. Rich Carlson	Tri
3. Doug Boume	Tri
500cc AMATEUR	
1. Bill McClinton	BSA
2. Don Brumbelow	BSA
3. Jim McClinton	BSA
650cc NOVICE	
1. Dave Koss	BSA
2. Ashley Jeffrey	Tri
3. Curt Schrader	Tri
650cc AMATEUR/EXPERT	
1. John Fry	Hus
2. Jim Saitone	Tri
3. Al Kenyon	BSA
4. Steve McCants	BSA

ELSINORE TT

Elsinore, Calif.

Sat., Jan. 13, 1968

By Don Wallen

100 NOVICE	
1. D. Hopkins	Hod
2. R. Holbrook	Yam
3. B. Hardison	Bul
200 NOVICE	
1. J. Graver	Bul
2. G. Booth	Hon
3. R. Norman	Bri
250 NOVICE	
1. R. Ellis	Bul
2. R. Maynard	Kaw
3. W. Bartels	
500-OPEN NOVICE	
1. C. Arrowwood	Tri
2. R. O'Neal	Tri
3. E. Hien	
100 EXPERT	
1. F. Edwards	Yam
2. J. West	Hod
3. D. Hopkins	Hod
250 EXPERT	
1. E. Olesen	Bul
2. T. Gayle	Hus
3. D. Wehman	
500-OPEN EXPERT	
1. J. Kato	BSA
2. J. Peterson	BSA
3. J. Myers	Tri
SWEEPS	
1. J. Kato	BSA
2. F. Edwards	Yam

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HI-BOOTS TT

Dehesa, Cal.

Sun., Jan. 14, 1968

By Bill Harmer

90cc NOVICE MAIN	
1. C. Claydon	Kaw
2. J. Major	Hod
3. C. Byers	Hod
200cc MOTO CROSS	
1. T. LeQue	Bul
2. B. Fransenberger	Bul
3. R. Baeder	Kaw
250 AMATEUR MOTO CROSS	
1. S. Colvin	Bul
2. R. Yost	Mon
3. T. Mulkey	Gre
500-650 NOVICE MAIN	
1. B. Barker	BSA
2. S. Coin	Mat
3. J. Herrett	Yam
POWDER PUFF MOTO CROSS	
1. C. Chiara	Hod
2. C. Gooding	Hod
3. S. Newsom	Hod
90cc AM/EXP. MAIN	
1. B. Silverthorn	Hod
2. R. Vesco	Sac
3. J. McGuire	Hod
250cc NOVICE MAIN	
1. D. Emde	Suz
2. L. Collie	Kaw
3. D. Engstrand	Kaw
250 EXPERT MOTO CROSS	
1. D. Mills	Bul
2. W. Ring	Ben
3. F. Roach	Bul
500-650 EX. MOTO CROSS	
1. Don Matthews	BSA
2. M. Carter	Tri
3. Al Finan	Tri

DESERT M.C. HARE

SCRAMBLES

Sunday, Jan. 21, 1968

By Dick Wright

1. Mike Patrick	Op.E	Nor
2. Steve Hurd	Op.E	Nor
3. Gary Griffin	250 E	Bul
4. Steve Kirk	Op.E	Tri
5. Steve Staats	Op.A	Tri
6. Gary Preston	Op.E	Tri
7. Jeff Foster	Op.E	Tri
8. Bill Bogner	Op.A	Mat
9. Bill Hutton	500 E	Hus
10. Doyle Fields	Op.E	Tri
11. Ron Fry	500 E	Hus
12. — —	—	—
13. Jerry Perkins	Op.E	Tri
14. Mike Burke	Op.E	Tri
15. — —	—	—
16. Bob Weatherwax	250 E	—
17. David Brewer	Op.A	Tri
18. Tom Senner	250 A	—
19. Danny Kline	250 E	Gre
TRAIL BIKES		
1. Jack Morgan	E	Hod
2. Wes Anderson	E	Hod
3. Eddie Crowell	E	Hod
4. Frank Morgan	E	Hod
5. Thomas Hoyle	A	Hod
6. James Jacklett	E	Hod
7. Lloyd Taylor	A	Hod
8. Dean Goldsmith	A	Zun
9. Rick Walden	E	Yam
10. Eric Jensen	E	Hod
11. Jeff Wright	N	Hod

HI-JINX MOUNT BALDY

RELAY

Sunday, Jan. 21, 1968

By John Shedd

1. Charlie Young	Yam
(no partner)	
2. Bill O'Neill	Yam
Fred Mendez	
3. F. Vallefuoco	Yam
C.L. Mackie	Hon
4. Earl Roeseler	Sac
Terry Clatelle	
5. L.A. Welborn	Yam
Larry Welborn	
6. Ed Meyers	Yam
Jack Kephart	

SCA ENGLISH TRIALS

Canyon Crest, Calif.

Sun., Jan. 7, 1968

MASTER

1. Jack Ward	17 Pts.	Tri
2. Jim Wilson	20	Tri
3. Bob Grove	20	Gre
4. Dave Evans	32	Bul
5. Bob Nickelsen	35	Gre
6. Bob Lersch	35	Gre
7. Dick Murray	39	BSA
8. Harry Brattin	41	Tri
9. Jack Milne	49	Mat
10. Jack Kavanaugh (tie)	60	Gre
10. Don Morgan (tie)	60	Gre
12. Jim Cameron	76	Mon

EXPERT

1. David Smith	41	Bul
2. Warner Mobley	50	Bul
3. Lee Rombeau	54	Hod
4. John Walters	57	Hon
5. Jim Smith	58	Tri
6. Tom Stowers	60	Gre
7. Will Stowers	61	Gre
8. Joe Ward	66	Bul
9. Jim Bollingmo	69	Mat
10. Norm Reeves	74	M-B

AMATEUR LTWT.

1. Duane Stone	6	Gre
2. John Penner	10	Gre
3. Roger Drake	12	Mon
4. Butch Kohler	13	Tri
5. Ron Roach	14	Tri
6. Wayne Fry	17	Gre
7. Loyd Davie (tie)	20	Tri
7. John Tygret (tie)	20	Tri
9. George La'gos (tie)	23	Gre
10. Warren Burdine (tie)	23	Bul
11. John Wilson (tie)	24	Bul
11. Robert Moll (tie)	24	Tri

AM. ULTRA LIGHTWEIGHT

1. Gary Barton (tie)	25	Hod
1. Dexter Kinnaird (tie)	25	Hod
2. Jacqueline Mobley	28	Bul
3. Kevin Walker	29	Hod
4. Don Clement	31	Hod
5. Steve Bell	32	Hod
6. Ted Dor (tie)	33	Hod
6. Allan Dole (tie)	33	Bul
7. Robert Gilmore	35	Her
8. Dee Cameron	39	Hod
9. Walt Bird (tie)	42	Hod
9. Steven Bebeck (tie)	42	Hod
11. John Andro	47	Hon

AMA CARLSBAD SPORTSMAN

ROAD RACE

Carlsbad, Calif.

Sun., Jan. 21, 1968

OPEN CLASS

1. Jody Nicholas	BSA
2. Eddie Wirth	BSA
3. Reg Chosney	Tri
500cc CLASS	
1. Bob Welch	BSA
2. Johnny Apple	Suz
3. Gerry Howerton	Mat

350cc CLASS

1. Ralph White	Kaw
2. Jim Chen	Hon
3. Randy Smith	Hon

250cc CLASS

1. Ron Pierce	Yam
2. Walt Fulton	Kaw
3. Fumio Ito	Yam
4. Don Emde	Suz
5. Cec Oswalt	Yam

175cc CLASS

1. Dan Guinn	Hon
2. Gene McCarty	Hon
3. Larry Schoenfelder	Hon

100cc CLASS

1. Rudy Galindo	Yam
2. Mike Lane	Hod
3. Cec Oswalt	Yam

PRODUCTION CLASSES

250cc	
1. Greg Smith	Suz
2. Jim Murphy	Suz
3. Rick Durkee	Suz

175-200cc

1. Bill Cody	Bul
2. Vic Campbell	Bul
3. Moe Conserriere	Oss

100cc

1. Ron Pierce	Yam
2. Craig Lund	Hon
3. Bill Marchant	Suz

LIONS DRAG RESULTS

Sun., Jan. 21, 1968

TOP STREET: C. Bailey	H-D	12.56-106.54
AA STREET: C. Bailey	H-D	12.56-106.54
A STREET: Jim Sherwin	H-D	12.97-102.27
B STREET: L. Sciacca	BSA	13.75- 94.24
D STREET: Stan Smith	Hon	17.75- 70.58
E STREET: Hines	Suz	14.86- 83.02
MOD ST.		
A - Al Sherwin	H-D	12.38-108.00
B - Fielding	Tri	13.02-102.73
D - Chuck Etenburn	Hon	14.54- 91.93
E - Sexton	Hon	14.39- 98.00
GAS:		
D - Allett	Hon	16.02- 77.78
F - Trager	Yam	14.03- 94.83
FUEL:		
A - Brackett & Miller	H-D	11.40-123.08

RESULTS

HILLTOPPERS M.C. TT

SCRAMBLES

Perris, Calif., Sun. Jan. 21,

By Maureen Lee

269 Total Entries

50cc NOVICE MOTO	
1. Gary Caldwell	Hon
2. Jim Parker	Yam
3. Rick Parker	Hon
4. Mike Myers	Hon
5. Dick Kouns, Jr.	Hon

50cc AM-EXP. MOTO	
1. Steve Nicolls	Hon
2. Tony Mason	Yam
3. Jay Lewis	Yam

100cc NOVICE MAIN	
1. Jim Gilchrist	Yam
2. Larry Nolen	Bul
3. Greg Haserot	Hod
4. Bob Saunders	M-B
5. Ted Martin	Hon

100 AMATEUR MOTO	
1. Gary Scott	Hon
2. Mark Krnse	M-B
3. Gary Bevins	Hod
4. Leonard Baker	Kaw
5. Ron McDaniels	Yam

100 EXPERT MOTO	
1. Ken Lee	Hon
2. Fred Edwards	Yam
3. Keith Mashburn	Bul
4. David Aldana	Suz
5. Kick Lewis	Hon

175-200 NOVICE	
1. Gary Griffing	Bul
2. Bob Spiers	Bul
3. Richard Sweaney	Kaw
4. Lloyd Quintaco	Bul
5. Devon Sowell	Bul

175-200 AM-EXP. MOTO	
1. Stan Rogers	Bul
2. Steve Bast	Bul
3. Mike Bast	Bul
4. Dave Stroman	Bul
5. Jim Doron	Bul

POWDER PUFF MOTO	
1. Kelly Struble	Hod
2. Pat Drake	Hod
3. Eulene Long	Hon
4. Sha Wolf	Bul
5. Maureen Lee	Hod

250 NOVICE MAIN	
1. John Garrish	Bul
2. Jon Lindberg	Gre
3. Ike Eigenbrod	Hus
4. #609	—
5. Squirrel Clark	Bul

250 AMATEUR MAIN	
1. Jimmy Stein	Hus
2. A-15	—
3. 18	—
4. Terry Dowalher	Bul
5. F. Spaulding	Hon

250 EXPERT MOTO	
1. Preston Petty	Suz
2. Ron Moore	Bul
3. Larry Taylor	Bul
4. Mannis Wright	Bul
5. Jim Connolly	Gre

350 NOVICE MOTO	
1. Tom LaFortune	Duc
2. Carol McIntosh	Hon
3. Robbie Wells	Hon
4. Ed Young	Hon
5. Fran Assad	Hon

350-500 EXPERT MOTO	
1. James Hunter	BSA
2. Tony Denius	H-D
3. Bruce Jackson	Vel

350-500 AMATEUR MOTO	
1. Fred Edwards	BSA
2. Dave Lenar	BSA
3. Gary Jones	ACF
4. Lou Wolf	BSA
5. L.E. Davis	BSA

500 NOVICE MOTO	
1. Don Dudek	Tri
2. Otis Wells	Tri
3. Steve Chambers	BSA
4. Jerry Thomason	Tri
5. Jim Harnisch	BSA

OPEN NOVICE MAIN	
1. Jon Wills	Tri
2. John Kavanaugh	Tri
3. Nick Soteris	Tri
4. Roger Powers	BSA
5. R. Potts	Tri

OPEN AMATEUR MOTO	
1. Bill Noble	BSA
2. Terry Morairity	Tri
3. Bob Ward	Tri
4. Dick Allen	Tri
5. Dwight Harlow	Nor

OPEN EXPERT MOTO	
1. Ben Fakkeldy	Tri
2. Terry Dorsch	Tri
3. John Kate	BSA
4. John Larsen	Tri
5. Don Jones	Tri

PONDEROSA HARE SCRAMBLES

Sunday, Jan. 1, 1968

OPEN CLASS * Denote Trophy Winner

(97 Entries, 73 Finishers, 50

Trophy Winners)

5.*	T. Brooks	Bul
6.*	B. Walters	Hus
7.*	B. Bailey	Tri
8.*	R. McCarty	Hus
9.*	S. Warren	Gre
10.*	T. Volin	Tri
11.*	K. Knowles	Tri
12.*	G. Etheridge	Hus
13.*	D. Rempel	Hus
14.*	G. Westergaard	Bul
15.*	B. Ashline	Bul
16.*	R. Robbs	Gre
17.*	M. Popovics	Bul
18.*	D. Bernard	Bul
19.*	G. Randal	Tri
20.*	H. Markham	—
21.*	B. Pope	Gre
22.*	J. McCoun	Bul
23.*	A. Hillan	Hus
24.*	B. Ferris	Bul
25.*	D. Stever	Bul
26.*	R. Mathis	Tri
27.*	L. Petrie	Tri
28.*	J. Lapraik	Mat
29.*	P. Prestia	Bul
30.*	D. Gaide	—
31.*	D. Eldredge	Tri
32.*	R. Blackie	Bul
33.*	J. Baird	Gre
34.*	P. Greenwood	BSA
35.*	B. Brethour	Bul
36.*	R. Barton	Gre
37.*	K. Walker	Dot
38.*	R. Higbee	Bul
39.*	J. Lamson	Nor
40.*	L. Holdsworth	Tri
41.*	D. Breker	Hus
42.*	D. Novotny	Gre
43.*	M. Romp	Kaw
44.*	D. Smith	Hon
45.*	V. Graves	Mon
46.*	L. Willett	Mon
47.*	J. O'Brien	Kaw
48.*	T. Webb	Bul
49.*	C. Wilson	BSA
50.*	S. Elsner	Tri
51.	H. Hallgath	Hon
52.	A. Dekoven	Tri
53.	L. Donelan	AJS
54.	F. Dix	Gre
55.	D. Morrison	Tri
56.	D. Lawrence	Bul
57.	E. Meyers	Hus
58.	S. Whitepock	Hon
59.	J. Herider	Tri
60.	M. Brown	Tri

1968 DESERT HEAVYWEIGHT EARNED NUMBERS

1967 No.	1967 Pts.	1968 Earned No.	Name	Cl.
35	2237	1	Steve Hurd	E
13	2227	2	J.N. Roberts	E
2	1941	3	Jack Byers	E
7	1481	4	Larry Bergquist	E
8	1467	5	James Martino	E
38	1433	6	Ron Fry	E
4	1331	7	Mike Patrick	E
180	1278	8	Dick Dean	E
82	1235	9	Bruce Lewellyn	E
6	1082	10	Lon Peterson	E
542	1055	11	Mase Ryon	E
2	980	12	Gary Preston	E
676	973	13	Al Baker	E
22	952	14	Doc Bryce M.D.	E
155	880	15	Ron Sloan	E
62	853	16	Jeff Foster	E
115	843	17	Gail Ferrell	A
178	843	18	Jon Thomas	A
470	814	19	Oliver Angell	E
33	800	20	Howard Beach	E
469	797	21	Bill Hutton	E
14	787	22	Doyle Fields	E
20	779	23	Gene Dempsey	E
42	776	24	Ken Knudsen	E
24	751	25	Jerry Perkins	E
917	705	26	Gary Conrad	E
25	695	27	Steve Kirk	E
65	688	28	Ed Farrell	E
797	682	29	Allen Marsik	A
551	665	30	John Coots	E
219	655	31	Dennis Rempel	A
231	653	32	Wally Casperson	A
66	652	33	Bob Ewing	E
84	650	34	Bill Hammer	A
1	644	35	Reed Price	E
403	636	36	Orie Cole	A
90	630	37	Bud Ekins	E
511	630	38	Spence Windbiel	A
12	620	39	John Gaetz	E
234	608	40	Sam Gardner	A
21	563	41	Dick Braden	E
9	542	42	Mike Burke	E
41	540	43	Clinard Swafford	E
354	540	44	Craig T. Shepherd	A
71	528	45	Dave Lewis	E
648	515	46	David Brewer	A
37	513	47	Hobie Alter	A
45	507	48	Ronnie Rondell	E
29	499	49	Bob McLaughlin	E
49	493	50	Warren Seigfred	E
85	472	51	Fred Reva	E
282	470	52	Roger Sides	A
245	462	53	David Baker	A
31	451	54	Tom Maxwell	E
274	451	55	Harold Mortensen	A
32	446	56	Bob Stewart	A
64	444	57	Capt. Bill Fullmer	E
20	442	58	Jim Camaret	E
48	442	59	Gene Smith	E
89	425	60	Dusty Coppage	E
634	416	61	Wayne A. Peterson	A
406	396	62	Dennis Stinson III	A
58	376	63	John Steen	E
610	365	64	Carter Robins	A
103	355	65	Sam Dempsey	A
412	351	66	Richard Phillips	A
30	335	67	Bud "Wingy" Harvey	E
86	333	68	Guy G. Smith	A
77	332	69	Tim Smith	E
423	332	70	Ed Musselman	A
39	330	71	Len Miller	E
10	328	72	Dick Fletcher	E
61	320	73	Wes McAllister	A
323	316	74	Chuck Nelson	A
108	312	75	John Lloyd	A
55	310	76	Ray Bierman	E
76	297	77	Tom Simpson	A
34	296	78	Buzzy Hirst	E
63	291	79	Jim Coming	A
201	291	80	James Marshall	A
941	285	81	Richard Hall	E
80	270	82	Art McKnight	A
303	270	83	Bob Tondro Jr.	A
193	266	84	George Zuber	A
91	265	85	Dean Crawford	A
143	265	86	Ray Perkins	E
79	261	87	Bob Arison	E
28	157	88	Bob Reddish	E
195	256	89	Richard G. Robbins	A
56	254	90	Bill Bradshaw	A
302	254	91	Neil Holt	N
36	250	92	Dick Gilman	E
700	247	93	Glenn G. Peterson	N
52	239	94	Marvin Steele	A
M107	235	95	Richard O'Neal	N
M152	235	96	Steve Staats	A
331	230	97	Gene Harvey	N
75	228	98	Mil Green	E
264	228	99	Dick Miller	A
109	209	100	Johnie L. Carroll	A
132	205	101	Bob Dailey	A
46	200	102	Keefer Flanner	A
97	199	103	Jim Dorman	A
827	199	104	Jerry Randall	N
87	198	105	Donald C. Hinckley	A
549	198	106	Chuck Lee	E
5	195	107	Dick Vick	E
137	195	108	Don Finley	N
74	189	109	Jim White	A
283	189	110	Henry C. Wessel	N
146	184	111	Nick McLean	A
54	182	112	Eddie Hice	A
192	182	113	Guy Rasmussen	N
141	181	114	Phillip E. Langham	A
940	181	115	Walt P. Odolece	A
387	177	116	Bud Hendrick	N
100	174	117	Wm. W. Ramstetter	A
454	173	118	Bill Bland	N
135	169	119	Al Rogers	E
16	165	120	Pvt. Bobby Ferro	E
152	162	121	Jesse Goldberg	A
163	162	122	Jack Griffin	N
124	160	123	Richard L. Ruffell	A
131	159	124	Buck Smith	E
176	159	125	John Baker	N
172	158	126	John Diskin	A
239	156	127	Bob Bailey	E
47	151	128	Bob Mazzenga	A
57	148	129	Steve Hill	A

73	147	129	Dr. Ken Knowles	A
409	147	130	Robt. Nakonieczny	N
514	145	131	Dick Romas	A
44	143	132	Buss Jarl	A
364	142	133	C. Brewster	E
923	140	134	Robert Moll	N
979	139	135	Frank Aquard Jr.	N
437	136	136	Brad Thomas	N
166	135	137	John Larsen	A
60	133	138	Jack Ross	E
543	133	139	Earl Roeseler	N
104	130	140	M.L. Stevens	A
907	130	141	Sam Burg	N
332	129	142	E.G. Smith	N
911	128	143	Paul Greenwood	N
67	125	144	Ralph Dahlquist	A
429	125	145	John Shirley	N
929	124	146	Lynn A. Cole	A
43	123	147	John Beach	A
51	119	148	Lyle Simpson	E
53	118	149	Bill Johnson	A
59	118	150	Harry Greenlee	E
96	117	151	Ron Weightman	A
710	116	152	Andre R. Pillon	E
982	116	153	John C. McCoy	N
88	115	154	Garry L. Schuelke	N
102	115	155	Bob King	E
288	113	156	Clarence Willis	N
129	112	157	Dennis Berquist	N
232	112	158	Don Bohannan	E
312	109	159	Joe True	N
943	109	160	Jerry Rateliff	N
93	107	161	Stephan Haver	A
390	106	162	Tom Sanborn Jr.	N
M106	105	163	Ron Keeping	N
251	101	164	Walt Hoffman	N
69	100	165	Bill Staats	A
189	100	166	Don Mitchell	N
199	100	167	Arvie Blackstone	A
94	98	168	Tom Center	A
916	97	169	Keith Ludwig	N
17	95	170	Bill Bogner	N
562	95	171	Bob Raudman	N
560	91	172	Richard Forrest	A
27	90	173	Rod Pack	A
101	90	174	Terry Jetton	E
207	88	175	Douglas Loftin	N
M115	85	176	Al Nunnally	N
382	80	177	Bernie Coyne	N
384	80	178	Nicholas C. Raino	N
249	79	179	Stanley G. Gorgura	A
145	78	180	Michael Mullen	N
740	78	181	Gary W. Laesser	N
276	76	182	Dick Mulliner	N
118	75	183	Bob Garnett	A
373	75	184	Bill Turner	N
18	74	185	Dick Camp	E
266	73	186	Bruce Thomas	N
369	73	187	Roger Stark	N
241	72	188	Russell B. Peltz	N
262	72	189	Jim Porcaro	N
783	71	190	David Hernandez Jr.	A
861	71	191	Don K. Houser	A
11	70	192	Glenn Thomas	E
134	70	193	Paul E. Stoneking	N
348	70	194	David Huleman	N
217	69	195	John Beems	N
703	68	196	Dick Ziker	N
210	67	197	Bob Bittle	N
411	65	198	Frank S. Braden	N
177	64	199	Willy Taylor	E
338	64	200	Gerald S. Perry	N
160	60	201	Gene Hirst	E
421	60	202	Bud Bailey	N
428	60	203	Glen Williams	N
538	60	204	James Robb	N
632	59	205	Jack "Curly" Lapraik	E
159	55	206	Tom Hoyle	N
608	55	207	Mike Akin	N
156	54	208	Phil Holcomb	N
187	53	209	C.O. Hytten	N
314	53	210	Richard Gee Jr.	N
114	52	211	Norm McDonald	A
439	52	212	Leonard Dobbs	N
986	52	213	Lanny Lehigh	N
652	51	214	Charles Brown	E
962	51	215	John Dorius	N
197	50	216	Ronald Wilson	N
220	50	217	Don Ogilvie	A
974	50	218	Lane Riedel	A
558	49	219	John Lamson	A
589	48	220	Robert F. Flint	N
647	48	221	Richard S. Hughes	N
830	48	222	Curt Horst	N
877	48	223	Phillip Bowers	E
915	48	224	L. Phil Hoebel	N
638	47	225	Norm Johnson	N
126	46	226	Bill Biscoe	E
594	46	227	Darrel L. Wilburn	N
142	45	228	Hal Needham	N
237	45	229	Vic Bartholomew	N
661	45	230	Rex Hopkins	A
669	45	231	Gary D. Randal	N
897	45	232	Chester Nakamoto	N
948	45	233	Ray Mitchel	A
513	43	234	Howard Wilson	A
691	43	235	Ronald Martin	N
169	42	236	Jim Merriken	N
229	42	237	Clayton Jiles	A
327	42	238	Don Winpress	N
456	42	239	Jack Lund	N
72	40	240	Willy Morales	E
595	40	241	Terry Martin	N
644	40	242	Bill Greene	N
684	40	243	Steve Zahard	A
464	38	244	Chuck Willford	N
157	36	245	Ken Watkins	A
489	36	246	Lester McCullough	N
117	35	247	Allan Fox	A
218	35	248	Don Glasgow	N
569	35	249	Kirk Oswell	N
603	35	250	Gale Hogan	A
666	35	251	Joe O. Litchfield	N
278	34	252	James Lovelady	N
359	34	253	Lee Roan	N
436	34	254	Columbus Calvert Jr.	N
621	34	255	Gary Fodar	N
467	33	256	William Morrow	N
388	32	257	Chuck Dillahay	A
486	32	258	Doyle Houk	N
552	32	259	Wally "Neck" Dempsey	N
834	31	260	Mike Kotrba	N
M137	31	261	Jerry Standefer	A
372	30	262	Ronald Romero	N
473	30	263	Milton Smith	N

478	30	264	David Sabin	N
547	30	265	Richard Mathis	N
216	28	266	Richard Vincient	N
284	28	267	Don Prosser	N
128	27	268	Dick "Flint" Constable	N
285	27	269	Bud Tolleson	N
215	26	270	Mike McCreery	N
213	25	271	Don Day	N
296	25	272	Bob Mikulski	N
468	25	273	Frank Jackson	N
612	25	274	Tom Martin	N
622	25	275	Raymond Jones	N
750	25	276	Gerald Filbrun	N
801	25	277	Calvin Sukut	N
981	25	278	Wayne Powell	N
M140	25	279	John Maroney	N
19	24	280	Dick White	A
15	23	281	Ben Bok	E
404	23	282	Lynn Bennett	N
550	23	283	Donald Jennings	N
959	23	284	Harlan Bast	E
173	22	285	Mike Haller	N
275	22	286	Tim Witham	N
419	22	287	D.N. Roudebush	N
425	22	288	David Lehmann	N
593	22	289	Ray Yinger	N
660	22	290	Fred Jamieson	N
127	21	291	C.R. Gibson	E
179	20	292	Bill Zaremba	A
392	20	293	Lawrence Allen	N
460	20	294	Eddie Walker	N
602	20	295	J. Kenball Anderson	N

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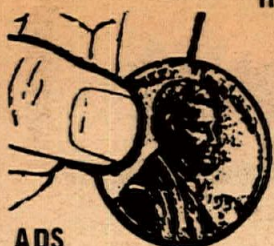
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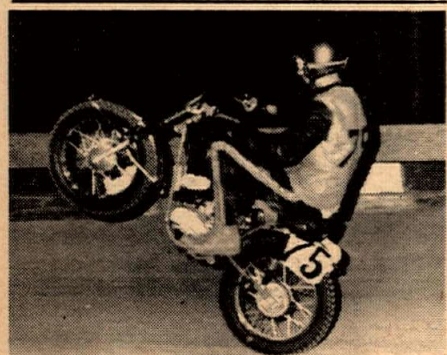
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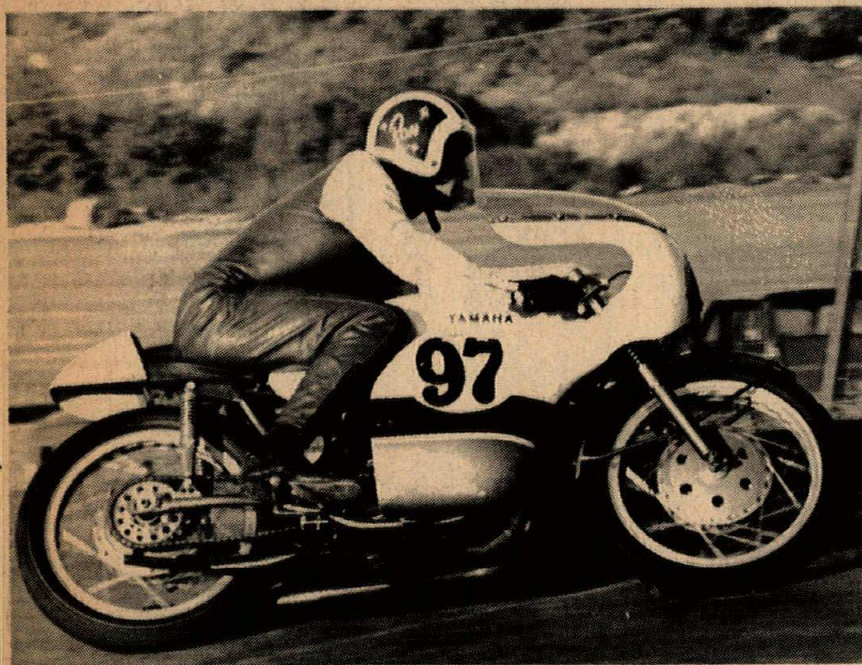
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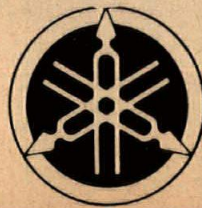
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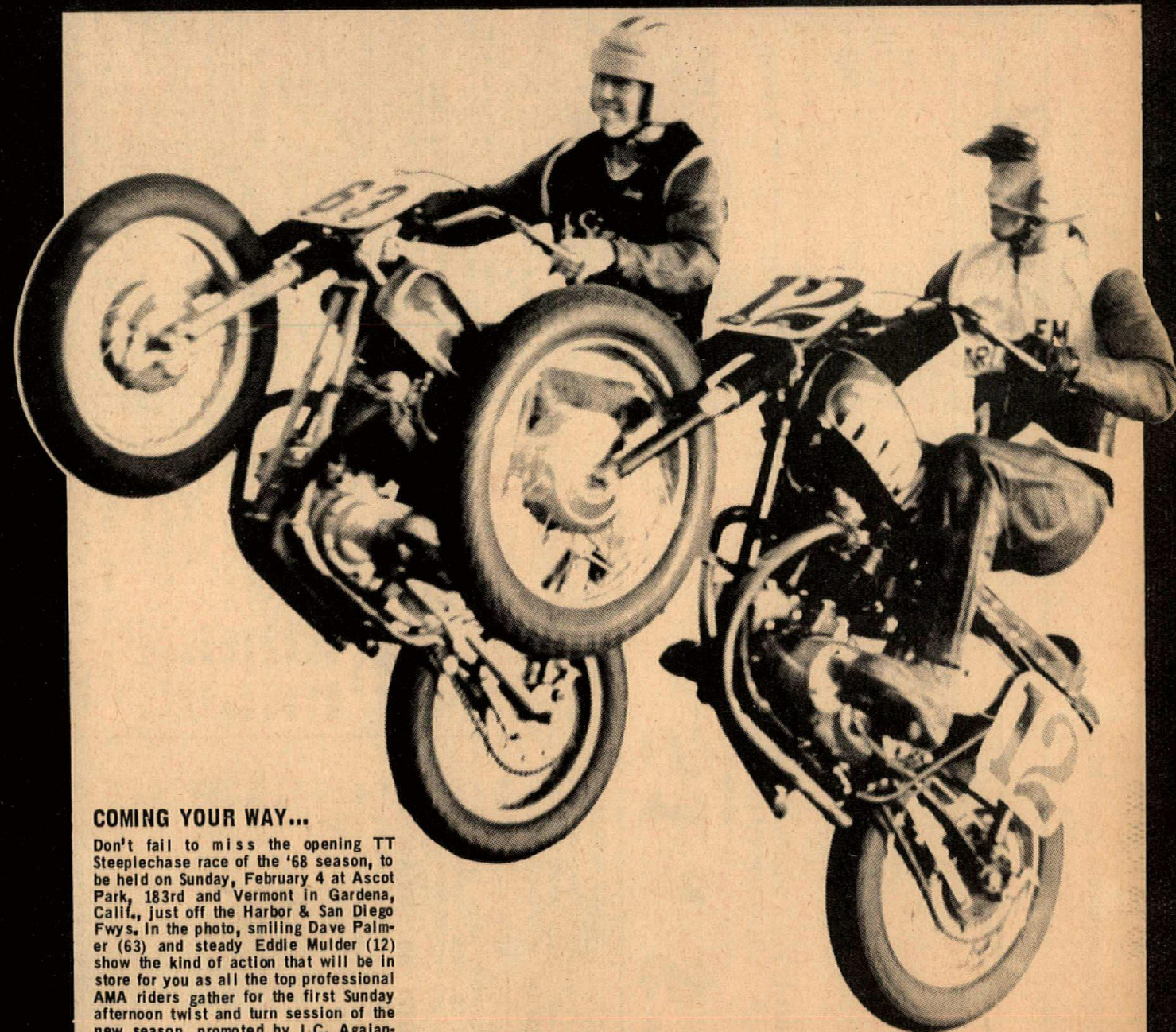


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COMING YOUR WAY...

Don't fail to miss the opening TT Steeplechase race of the '68 season, to be held on Sunday, February 4 at Ascot Park, 183rd and Vermont in Gardena, Calif., just off the Harbor & San Diego Fwys. In the photo, smiling Dave Palmer (63) and steady Eddie Mulder (12) show the kind of action that will be in store for you as all the top professional AMA riders gather for the first Sunday afternoon twist and turn session of the new season, promoted by J.C. Agajanian. Nearly 100 Novice, Amateur and Expert class riders will be on deck, with last year's Ascot champ, Skip Van Leeuwen, pegged as the man to beat.